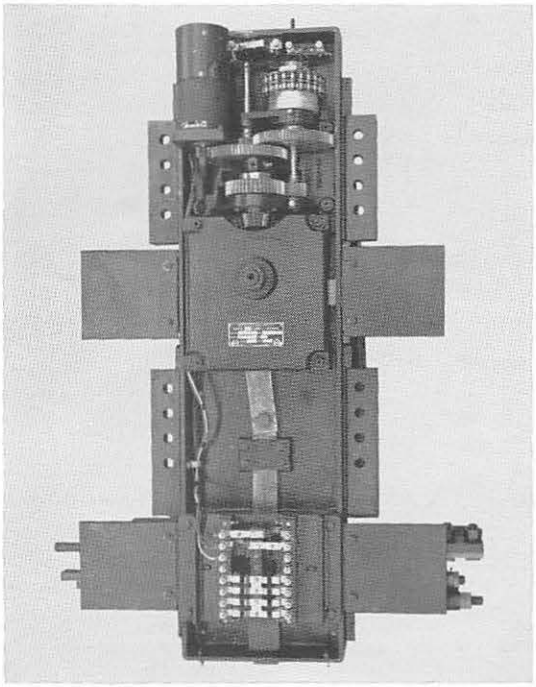
THE Signalman's JOURNAL

FEBRUARY, 1966

Cover Story: Signal Maintenance on Milwaukee's Electrified Line — Page 35

under this aluminum cover—

an All-New Electric Switch Machine for Mainline—for Rapid Transit



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POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.

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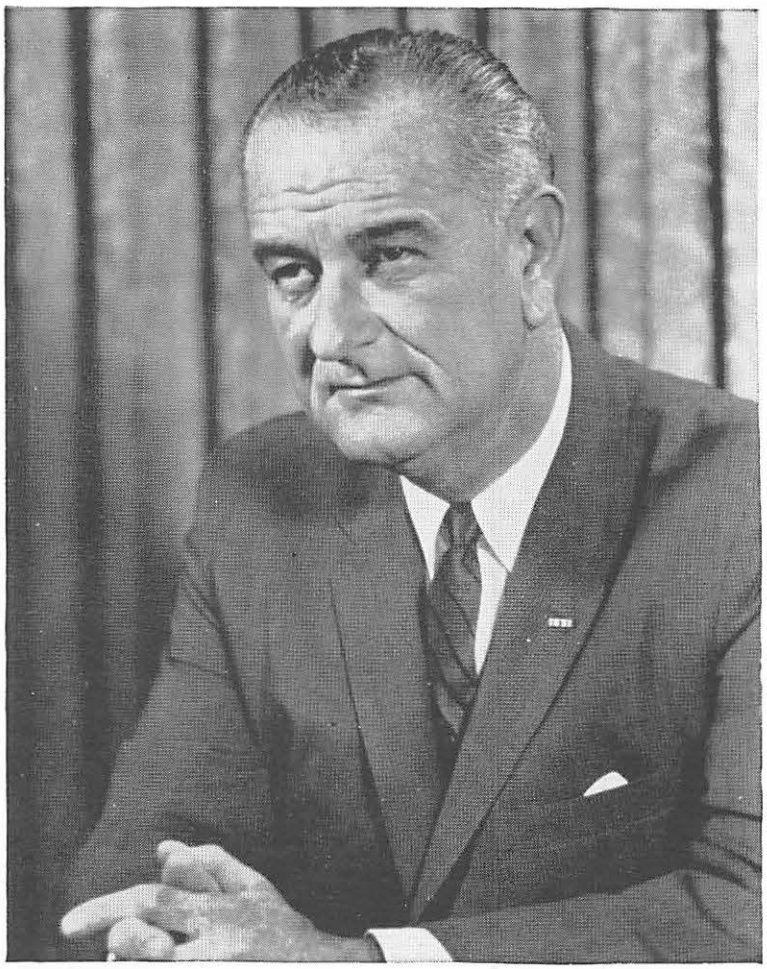
"...we must have the help of our Heart Association"



"MY FELLOW AMERICANS:

"I have proclaimed February as American Heart Month. This month we join the battle against the nation's Number 1 killer—heart disease and stroke.

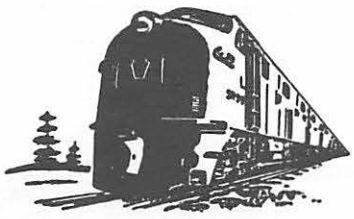
"We have far-reaching plans to combat these diseases. But to carry forward on these plans, now—more than we have ever needed it before—we must have the help of our Heart Association.

"We need the experience of its 35 thousand physicians, the crusading spirit of its 2 million volunteers, and the expansion of its vital research, education and community programs.

"Your support of the Heart Fund this month will contribute to lengthening the lives of millions of your fellow Americans. So be generous, and if you do you will be glad."

LYNDON B. JOHNSON

Railroad NEWS IN BRIEF



THE BALTIMORE AND OHIO Railroad Company has ordered Type J traffic control equipment from General Railway Signal Company, a unit of General Signal Corporation, to control the movement of trains over a weighing station at Warwick, Ohio where the control machine will be located.

Each car of a moving train will be weighed automatically. Car weights are recorded as the train passes over a heavy-duty, weigh-in-motion scale in the controlled territory.

THE GULF, MOBILE and OHIO Railroad will receive Type J CTC equipment from GRS to further expand their Wann to Bloomington, Illinois installation northward to Pontiac, Ill. The existing control center at Bloomington will be enlarged to accommodate the added controls.

THE PENNSYLVANIA RAILROAD's potential for high-speed passenger service between Harrisburg and Philadelphia, Penna. is being studied by a firm of consulting engineers for the Commonwealth of Pennsylvania. Possible schedules and the engineering problems of track alignment and equipment will be phases of the investigation.

THE NORTHERN PACIFIC Railway's 1966 budget will include relaying about 108 miles of mainline track. About 82 miles will be continuous welded rail. Main line and branch line bank widening and ballasting is also included at a cost of $370,000 with $1.5 million going for additional yard, sidings, and industry tracks.

THE READING RAILROAD will electrify 5.2 miles of passenger service track. This is said to be the first major U.S. railroad electrification project in 25 years.

THE MISSOURI PACIFIC Railroad ordered 164 2R series radio units to be used for both mobile and base-station application. The locomotive radio and communications equipment was ordered from Union Switch & Signal Division of WABCO.

THE BALTIMORE AND OHIO Railroad Company has ordered Type D1 traffic control equipment from the General Railway Signal Company, a unit of General Signal Corporation, to expand their East Gary, Indiana—Hicksville, Ohio installation eastward to Attica Jct., Ohio. An existing Traffic Master, the GRS pushbutton control center, at Akron, Ohio, will be expanded to accommodate the five interlockings to be added.

CANADIAN NATIONAL Railways recently announced details of new morning, afternoon and overnight passenger train service between Ottawa and Toronto.

Establishment of the Ottawa-Toronto services followed the January 14 announcement by the Board of Transport Commissioners that passenger service between the two Ontario cities, as well as between Montreal and Toronto, would now be provided exclusively by CN.

GULF, MOBILE & OHIO Railroad raised its quarterly dividend from 50 to 55 cents and declared a year-end extra of 95 cents. GM&O paid a year-end extra of 50 cents last year.

THE SOUTHERN PACIFIC Company recently placed an order with the Union Switch & Signal Division of WABCO for VR2 control equipment to modernize Eugene Yard. This control equipment, which includes Velac speed control apparatus and a digital computer, will provide automatic classification of cars. The computer will also maintain inventory of cars on classification tracks.

CANADIAN NATIONAL Railways has completed installation of Centralized Traffic Control, a project that spanned eight years and 3,500 miles. CNR claims it now has the only complete railway protective signaling system that runs from the Atlantic to the Pacific on the North American continent. The CTC program is also said to be the largest of its kind ever undertaken by a railroad.

ALBERTA RESOURCES RAILWAY Location surveys have been completed to the Smoky River Coal field in Alberta, about 100 miles northwest of the CNR's Edmonton-Jasper main line. Clearing for the first 60 miles is expected to proceed this winter; grading will follow as weather permits. Engineers for the CNR (which is building the new railroad for the provincial government) report that a helicopter has been used in plotting and locating the line.

THE CHICAGO AND NORTH WESTERN Railway Company has ordered Rolkode coded interlocking equipment from the General Railway Signal Company, a unit of General Signal Corporation for control of their interlocking at Ames, Iowa. The control machine will be located at Boone, Iowa.

NORFOLK AND WESTERN Railroad has ordered H-5 signals, relays, and M-23 switch layouts from Union Switch & Signal Division, WABCO. The signal equipment will be used on a CTC installation on the N&W Western Region.

PENNSYLVANIA POWER AND LIGHT Company has ordered radio equipment for remotely controlling two switcher locomotives at the Commonwealth Plant at Brunner Island near Philadelphia. The equipment will be furnished by Union Switch & Signal Division, WABCO.

CANADIAN NATIONAL Railways has placed an order with Union Switch & Signal Division, WABCO, for equipment to add a new code location on the existing Edmonton TCC installation, for the control of a siding switch at Jasper.

TEXAS & PACIFIC Railway's Board of Directors recently voted to oppose Union Pacific-Rock Island merger and the proposed sale of Rock Island's southern trackage to the Southern Pacific. The T&P protested that these proposals would affect its ability to serve the public.

THE UNION PACIFIC-ROCK ISLAND merger proposal has been scheduled by the Interstate Commerce Commission for hearing during March. It was reported that stockholders in both lines have given almost unanimous support to the merger.

RAILROADS leased $46 million worth of yard and office in 1965 and it was reported that this did not include rolling stock. Major reasons for the spurt in leasing, according to Brooks Walker, Jr., president of United Leasing Corp., were increased plant modernization and increased tightening of the money supply. "Lease volume will register even greater gains in the railroad industry in 1966," Walker said.

THE CHESAPEAKE AND OHIO, AND THE MONON recently announced that they had reached agreement under which the Monon would withdraw opposition to C&O's proposed control of the Chicago South Shore and South Bend Railroad. ICC hearings were set for Jan. 10. Should the ICC authorize control by C&O, the South Shore would enter into a trackage agreement with the Monon giving it access to the Borns Waterway Harbor facilities planned by the Indiana Port Commission.

ILLINOIS CENTRAL Railroad employes shared their views on how to operate the railroad more efficiently and safely and submitted 7,031 ideas for consideration during 1965. Of these, 1,625 suggestions were adopted for which 987 employes shared cash awards totaling $29,415.

Preformed Line Products Announces Appointment

Preformed Line Products Company, Cleveland, has announced the appointment of the Robert S. Howley Company, Lorain, as its sales representative in Ohio except for territories in Toledo and Cincinnati.

The Howley organization will handle the company's full line of helically formed products for supporting and reinforcing electrical conductors, communication lines, and guy wires, according to E. H. Brown, Preformed's general manager of sales.

The new representative is headquartered at 1645 Kansas Avenue, in Lorain.

Labor Costs Decline

While unit labor costs in practically every other major industrial nation in the world have been increasing, they have sharply declined in the United States, Irving Beller of the AFL-CIO Department of Research declared in an interview on the ABC radio network.

"The labor costs that are really important to the consumer are not hourly labor costs, but unit labor costs," he explained on the AFL-CIO public service program, As we See It. "The consumer pays for labor by the unit, not the hour. When he buys a pencil or makes a telephone call, the price he pays must cover the cost of labor per pencil or call, not the cost of labor per hour."

Irving Beller said he made this distinction because of the tendency of many persons, including the press, to stress hourly wage rates.

Unit labor costs in manufacturing, he said, "have declined significantly in recent years and, even now, after more than 55 months of economic recovery, there is still no indication of any sustained rise in unit labor costs."

The Labor Department's Bureau of Labor Statistics shows a decline in unit labor costs of three-tenths of one percent a year, between 1960 and 1964, according to the AFL-CIO spokesman. "And the Department of Commerce figures show an even sharper and longer decline of six-tenths of one percent per year since 1958."

Figures for the first quarter of 1965 are the same, and for the second quarter "lower than in any sec-

Council Announces Termination of Special Assessment

THE GRAND EXECUTIVE COUNCIL and Grand Board of Trustees, at a joint meeting held at Grand Lodge headquarters, Chicago, Illinois on January 5 and 6, 1966, terminated the special assessment of $3 per member per quarter effective April 1, 1966.

In view of this action which terminates the special assessment at the end of the First Quarter 1966, all members in the United States, commencing with the Second Quarter 1966, will pay their regular quarterly dues only to the Financial Secretary of their respective Locals. Canadian members will not be required to pay any assessment for any quarter after the First Quarter 1966. New members who join our Brotherhood on or after April 1, 1966 will pay only the regular amount of dues and the required initiation fee of the Local in which they acquire membership.

In addition to terminating the special assessment, Grand Lodge policy with respect to the amount of benefits to be paid our FEC members was revised as follows:

- **Striking members who fill a picket assignment as assigned, will be paid a total payment of $100 per month.**
- **Travelers insurance premiums for eligible striking employes will be paid by Grand Lodge.**

We will continue to support our FEC members as outlined above from Grand Lodge funds, however, any individual member, Local or General Committee who desires to make a voluntary contribution to the FEC strike fund may do so by sending their contribution to C. J. Chamberlain, Secretary-Treasurer.

ond quarter since 1956," Irving Beller pointed out.

The major reason for the decline in U.S. labor costs is a "record increase in productivity" approaching four percent a year, compared to a slowdown in the rate of wage increases to about 3.3 percent a year, he noted.

One result has been an increase in profits of 40 percent over the rate of return of the previous cycle, Irving Beller observed.

"We are not opposed to profits," he commented, "but I must point out that record profits that are based on lagging wages, higher profit margins, and in some instances on rising prices, are not the kind that produce full employment or sustained employment. Such profits can only result in a lopsided economy, the kind that eventually led to the catastrophic depression of the 30s."

New Haven Granted Authority to Cut Some Passenger Runs

The Interstate Commerce Commission recently authorized the New York, New Haven and Hartford Railroad Company to discontinue passenger service on three suburban Boston lines.

Involved are 32 weekday trains operating between Boston and Dedham, Boston and Blackstone, and Boston and Needham Heights and West Medway. The report of Division 3 in Finance Docket 23195 concludes that the over-all service on each of the lines "has been provided at a substantial loss and that the continuation of such service would further impoverish the New Haven."

The record offered no indication of the burden being lightened by reason of increased patronage or earnings on any of the lines. The New Haven estimated that elimination of the service would result in a net annual saving of $579,140.

The report noted that discontinuance of the trains which carry half of the railroad's 6,000 suburban Boston riders would inconvenience commuters and other travelers somewhat—requiring them to adjust to the use of alternate service.

The New Haven applied for authority to discontinue the service under a provision of the Interstate Commerce Act which permits the Commission to assume jurisdiction of intrastate train discontinuance cases if a petition to a state regulatory body is not acted upon within 120 days. The New Haven had previously sought authority from the Massachusetts Department of Public Utilities to discontinue the trains.

US&S Announces Plant Expansion

Officials of Union Switch & Signal Division, Westinghouse Air Brake Company, and the Twin City Industrial Corporation broke ground recently for WABCO's new engineering building to be located on the west side of the present WABCO manufacturing facility in Batesburg, South Carolina.

Recently the design engineering group for portable and mobile radios for railroad applications were transferred to Batesburg from Division headquarters at Swissvale.

Bill Robison, Manager of the Batesburg plant stated, "The new engineering building will house the laboratories and offices for the engineers, engineering technicians and assistants who have the responsibility for designing, developing, and improving the complete line of portable and mobile radios which are manufactured at WABCO's Batesburg plant."

Union Carbide Promotes Mitchell to New Post in Ground Transportation

J. R. Mitchell has been named application manager for the newly-established ground transportation brush group of Union Carbide Corporation's Carbon Products Division. Functioning as part of the carbon brush marketing organization, the new department will handle application engineering and customer technical service work in connection with carbon brushes used by railroads, industrial rail operations, and transit systems.

Mr. Mitchell joined the Carbon Products Division in December, 1964. He was graduated from the University of Kentucky in 1948 with a B.S. degree in electrical enginerring, and rejoined the Illinois Central Railroad, for whom he had worked from 1939 until he entered military service in 1943.

William Pinch, Jr., has joined the ground transportation brush customer technical service staff, and will work with Mr. Mitchell as an application engineer. Mr. Pinch will make his headquarters in Chicago.

Do You Have Your Annual Card?

Yearly Membership Cards are still available for members who desire such cards for 1966.

Any member who has paid his first quarter 1966 dues may obtain a Yearly Card by paying dues for the remainder of the year (second, third and fourth quarters) to his Financial Secretary at any time prior to March 31, 1966.

You can't lose if you purchase a Yearly Card because DUES paid in advance will be returned if the member becomes eligible for refund due to sickness, furlough, or termination of service.

Convention Warns Rightists Aim To Wipe Out Gains at Polls

WARNING AGAINST THE resurgent political strength of right wing and conservative forces, the recent AFL-CIO convention urged all unions and union members to total effort in behalf of liberals in the 1966 congressional elections and full support of COPE.

A convention resolution pointed out "history and tradition are not on our side." It noted the party in control of the White House usually loses seats in off-year congressional elections. The average loss in the past 60 years has been 37 House seats and five Senate seats.

The resolution warned the special targets of rightist political action will be the 51 new liberal congressmen elected in 1964. Without them, the convention said, the flow of progressive legislation enacted in 1965—medicare, aid to education, war on poverty, housing, social security increases, voting rights and other programs—would not have been possible.

The resolution called on every AFL-CIO affiliate to "render all assistance and support to the policies and programs" of COPE to help re-elect labor's friends.

It spelled out these points:

- We hold it to be a primary obligation of each trade union member to be a registered voter, and of affiliated national and international unions, local unions and central bodies to encourage the achievement of this goal.
- We call upon all affiliated national and international unions to designate staff members to work with their local unions in building effective COPE programs.
- We urge each local union to appoint a COPE committee which will coordinate its program with the city or county COPE in its area to the end that every union member will be assisted in becoming eligible to vote and will have the opportunity to participate fully in all phases of the COPE program.
- We commend affiliates which accept the responsibility of meeting their financial obligations to COPE We urge those which have not to do so. COPE cannot achieve its full potential without full support. We therefore urge all affiliates (a) to accept the obligation of meeting the COPE quota, and (b) to promote the voluntary dollar drive vigorously and resourcefully.
- The lines of communication to allied groups outside the labor movement should be carefully tended and extended. A prerequisite to our political success is a united effort with those who share common goals, such as friendly farm organizations, senior citizens and minority groups.
- We urge the continuation and extension of those endorsement procedures which ensure broad participation by the affiliates of state and local central bodies and careful selection of candidates based only on issues and ability.

Nine Out of Ten Railroad People Apply for Medicare Supplementary Coverage

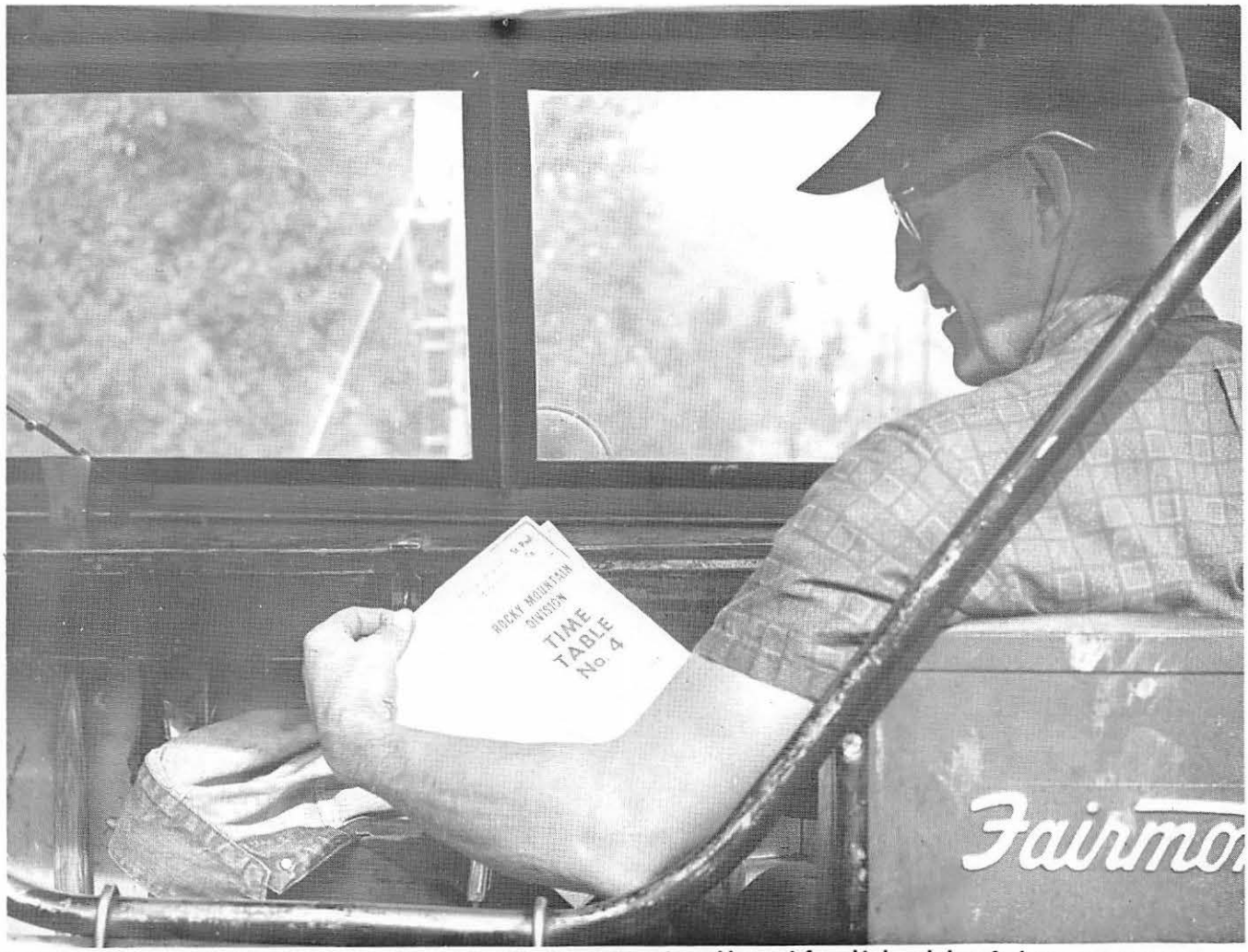
NEARLY 9 OUT OF 10 ELDERly railroad people are enrolling in the supplementary medical insurance coverage provided by the 1965 medicare act, the Railroad Retirement Board reported.

The high acceptance rate is based on enrollment returns received by the Board as a result of mailing some 510,000 medicare kits early in October. The medicare kits were sent to individuals aged 65 and over on the Board's rolls who are not receiving social security benefits. The kits contain information on the medicare hospital and medical insurance programs as well as a form on which to apply for the supplementary medical insurance coverage.

With almost one-half of the applications in, the returns indicate that 86 percent of the individuals who completed the forms requested to be enrolled in the medical insurance program. Nearly 3 percent of the forms returned were temporarily excluded from the count because they were incomplete. In most of these cases, the individuals either failed to indicate their decision about the medical insurance plan or failed to sign the form.

The medical insurance plan, which is optional, will pay a substantial part of doctor bills and certain medical expenses. Aged persons who choose this coverage will pay $3 a month in premiums beginning July 1966. All persons aged 65 and over who are receiving railroad retirement or social security benefits will automatically participate in the basic hospital insurance program. This program will pay most of the costs of hospital and nursing-home care. Both programs will start in July 1966.

Board Chairman Howard W. Habermeyer pointed out that the law provides specific enrollment periods during which eligible persons can sign up for medical insurance benefits. The first enrollment period began on September 1, 1965, and will end on March 31, 1966. Persons born before January 2, 1901, must sign up during the current enrollment period in order to be covered under the medical insurance program when it begins in July 1966. Eligible railroad employes who have not yet retired can sign up for the hospital and medical insurance benefits at any Board office.



Brother Tom Gunderson is shown as he checked the Rocky Mountain Division time table to reinforce his knowledge of what to expect as he covers his territory by motorcar.

Milwaukee Signalman Plys Trade Under Overhead Wires

By Donald Sims

MONTANA IS ONE OF THE few states left where straight electricity still powers a railroad, in fact it is the only major operation west of the Mississippi River where main line trains move along under an overhead trolley wire. This road is owned by the Milwaukee Railroad and for some 56 miles along the Clark Fork River in western Montana a signalman by the name of Tom Gunderson is maintainer and troubleshooter.

Brother Gunderson is a member of Local 4 and has been active in Brotherhood affairs since late 1940.

There is a total of some 440 miles of electrified line starting at Harlowtown in eastern Montana which is split into four sub-divisions of approximately equal length. The line crosses the length of the state and terminates at Avery, just inside Idaho.

Electricity for propulsion takes over again at Othello, Wash. for a much shorter haul across a mountain range to the Pacific Coast.

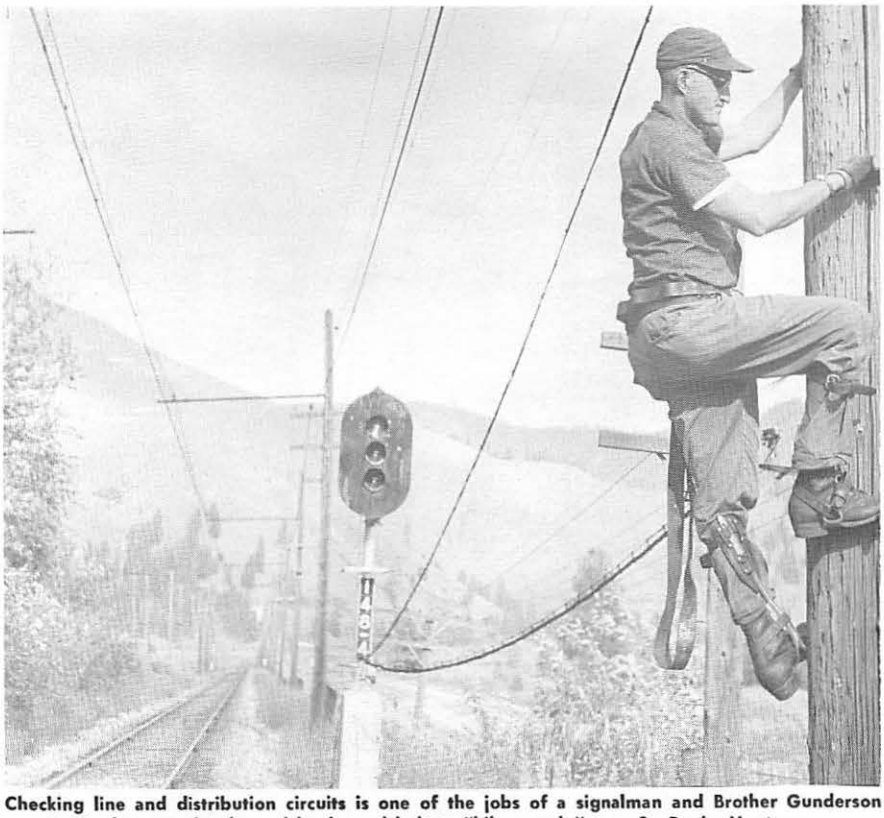
Tom Gunderson and a few other Milwaukee maintainers are a small select group of signalmen who ply their trade under overhead wires.

Brother Gunderson's home is a neat, two story house located in Superior, a small community in western Montana. The house fronts on a street while its backyard gate leads directly to the Milwaukee's main stem. The signal tool house, located a few yards away, is close to a train order office. Brother Gunderson is never very far from direct contact with his maintenance district.

The Milwaukee Road, like the Clark Fork River which it follows for almost 200 miles west, takes the line of least resistance. The mountains which flank the railroads course sometimes close in on the track, at other time recede, so the railroad's path alternates between short segments of tangency and a lot of curvature. Surprisingly, the line is relatively high speed most of the way.

There are a couple of heavy graded mountain passes along the way. Pipestone Pass to the east of Butte, and Lookout Pass, which lies on the next maintainer's territory. This latter mountain line takes Milwaukee Road electrics over a steep and twisting course in the Bitterroot Mountains and into Idaho.

Helper units are frequently used on eastbound movements out of Avery and this portion of the route is quite a contrast with the water-grade territory maintained by Gunderson.



Checking line and distribution circuits is one of the jobs of a signalman and Brother Gunderson is shown as he donned hooks and belt to "hike a pole" near St. Regis, Montana.

Another contrast is frequently apparent in the weather conditions. Cold though Montana may be, Gunderson has relatively light snowfall to deal with, while the mountain line to the west is hit much more heavily. A rotary plow is stationed at Avery for the mountain district, but rarely is needed along the lower elevation route which runs through Superior.

Normally, passage of trains will keep the lower area open during winter months. When the local maintainer has snow to contend with in operating his motorcar he can follow a train and usually arrive at his destination with little difficulty.

All of Tom Gunderson's 19 years of signaling service have been spent with the Milwaukee Road. He started work shortly after the end of World War II. A native of Wisconsin, the Montana maintainer initially started out with the road at Terre Haute, Indiana.

One year later Tom decided that the western life was for him and he was soon working as a helper on a gang which roamed the state of Montana. This didn't last long and by 1948 he was initiated with the responsibility for the care and grooming of a maintenance section. This occured at Melstone in the eastern section of the state, away from the electrified portion of the railroad's Rocky Mountain Division.

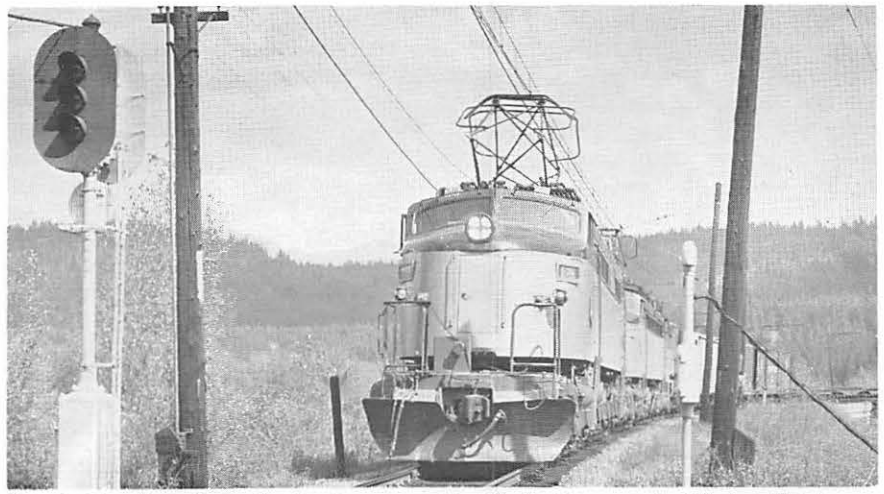
Having been assigned to Superior for a little over a year now, Gunderson looks back on quite a bit of travel experience within Montana. He's been at such places as Terry, Haugan, and Baker, Montana and as a consequence, has had personal experience with most of the sub-divisions which make up the Rocky Mountain Division. The names mentioned don't appear large on any road map but they are of some importance to an operating department concerned with the movement of trains.

The eastern limit of Gunderson's territory is a high speed interlocked crossing at Huson about 41 miles from his home base. Here at Huson the Northern Pacific's main line crosses the Milwaukee's electrified line at a 45 degree angle on straight track.

From the crossing west the Milwaukee stays on the north side of the canyons along the river while the N.P. generally sticks to the south bank. Naturally, a good roadbed is hard to come by in western mountains, so both roads take advantage of the room available.

Primarily due to the nature of its electrified railroad, the Milwaukee Road's signaling is based upon the use of alternating current, rather than on d.c. circuits found on most rail lines. The signals within electrified territory are on an a.c. system throughout, including the relays. East of Harlowtown, where electrification ends, signals operate off the more conventional d.c. circuitry. Similarly, non-electric territory west of Avery is on a d.c. system, at least as far as Othello, Washington where electricity again provides the power for train movements.

Transformers at signal locations provide for stepped down power from a line voltage of 4400 volts to 110 volts for operating the signal system. Additional transformers in each signal then transform the 110 volts to voltages suitable for lighting and other circuit needs. Track relays generally operate on 6/10 volts a.c.



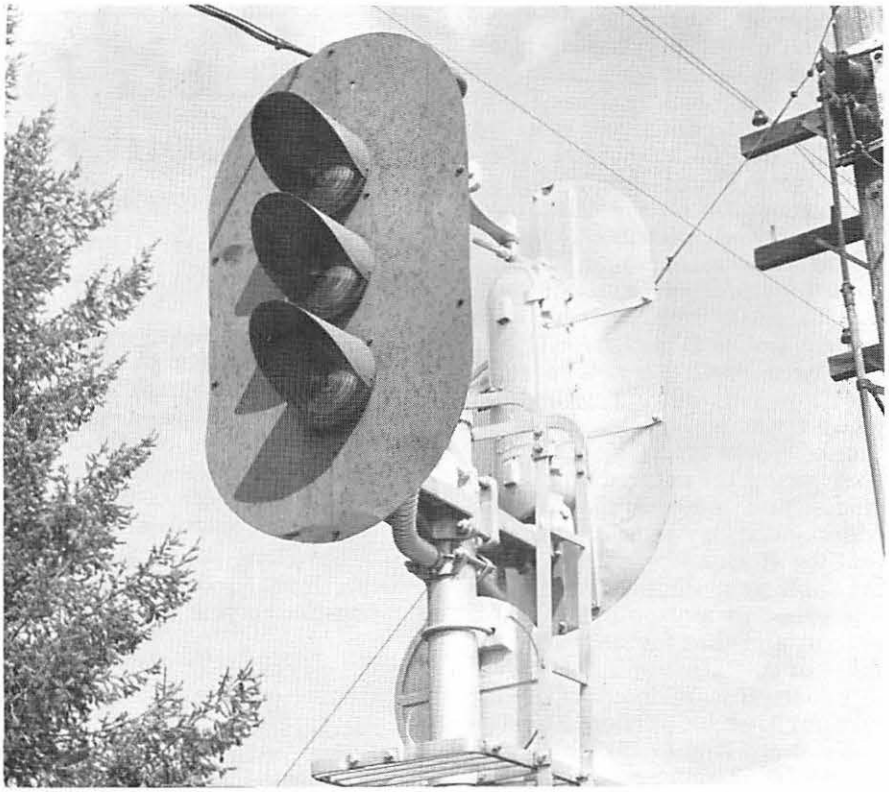
Two electric units and one diesel unit were combined to furnish power for this freight train seen near Alberton, Montana.

The Milwaukee Road's continuously lighted signals provide quite a sight at night. The emerald green aspects really stand out in the darkened canyons along the Clark Fork River. It is probably the fact that they are emphasized by contrast with the dark mountainside, which causes them to appear brighter than indications seen on other railroads.

Gunderson has about 70 signals to maintain, all of them being of a standard color light design with three separate indicators. One slightly unusual application of these signals is that from time to time you'll run across the signals for both east and westbound train movements mounted on a single masthead one side of the roadbed. This is done either because of clearance problems or because of the signals positioning relative to a nearby curve. It's a local signal pattern that is not seen too often on other rail lines. The close clearance problems sometimes result from the overhead wire on the pole lines.

Though there are occasional road and highway crossings along Gunderson's district, automobile traffic isn't heavy and so there is only a single crossing signal to maintain. This is located at Alberton, a division point where train crews change. In addition there are 8 spring switches on the district which are tied in with the signal circuitry.

As far as the overhead trolley wire is concerned, signalmen have nothing to do with it, all maintenance being handled by a special crew which does nothing but this work. However, many of Tom Gunderson's circuits are hung on the nearby pole line. This duty is shared with regular linemen, the signal circuits being strung along the bottom arms of the poles, while the top arms carry other circuits. The climbers and safety belt that Brother Gunderson carries on his motorcar come in handy for this pole climbing work.



At some locations the Milwaukee has found it convenient to mount signal heads for both direction on a single mast. This is done usually because of close clearance or curve locations.

In addition to the normal operating manual which a maintainer is expected to observe, the proximity of high voltage trolley wire calls for a special rulebook. For example, any employe working in electrified territory must be familiar with the arm lift method of resuscitation in the event of an accident involving electrical shock. A special set of rules cover this emergency condition. The rules also include such matters as where trolley line sectionalizing switches and air gaps are located. Therefore, in addition to the routine knowledge about signal circuits, Gunderson needs to know much more about electrical powers and other details that are needed.

Train movements, all freight, average about four through movements a day, plus some seasonal traffic in the late summer months when trainloads of potatoes move eastward from farms in eastern Washington. The majority of traffic moves across Gunderson's district in the late evening or early morning hours, so he usually has ample opportunity to move across his district with little delay. Except perhaps in winter months, when a snow fall covers the canyons along the Clark River. Then, our Montana maintainer must wait until a passageway through the snow has been cleared. Up until a few years ago, the Milwaukee operated a through passenger train between Chicago to points on the Pacific Coast. The run was characterized by an unusual beaver tail-

Scenery along this particular portion of Gunderson's territory is very attractive, however, it also lends excellent cover for those who use signal lenses for targets. Tom is shown changing out damaged lens.

ed observation car. But first class trade no longer polishes the track under the wire and only the "Joes" are left. The "Joes" are the 8,000 h.p. electric locomotives, so called because originally they were destined for post-war Russia, but instead ended up on the Milwaukee Road's western electrification.

The Milwaukee Road was the last of the northern transcontinentals to push through from midwestern points to the Pacific Coast, and as a result fell heir to more modern engineering techniques when it was constructed about the time of World War I. For example, considering the nature of the Bitter Roots and other mountains in Montana it is quite remarkable that the Rocky Mountain Division timetable shows a maximum main line grade at any point of only 2 percent and that for only a dozen miles or so.

From Huson interlocker, the east limit of his section, Gunderson's daily rounds take him past a total of 7 sidings and through one small yard. The Yard, at Alberton on the district's east end, is a division point where crews are changed in the run over electrified territory. Most of the sidings have an average capacity of about 90, but there are a couple which exceed 100, car lengths. The longest is at Tarkio, a few miles west of Alberton. This siding will hold 134 cars, and there are times when this length is appropriate for the size of the trains which operate along the Rocky Mountain Division's main line.

Terrain has a lot to do with the siding length and the shorter ones generally result because of natural barriers. The Milwaukee Road tracks extend between narrow shelves and wide spots along the river line.

The Western limit of Gunderson's district is the east switch at a place called Foraker, approximately 17 miles beyond his home at Superior. At that point, the line starts getting a little bit harder to negotiate and trains face a gradient slightly under one percent and slower speed limits as they prepare for the climb over Lookout Pass into Idaho.

Most of the rail along Gunderson's 56 mile section is 112 lb. and 115 lb. and most bonds are of the welded variety. In preparation for the winter months ahead, the Milwaukee Road maintainer covers his entire section on foot every fall.

A member of Division Four currently, and a union member since the late Forties, Brother Gunderson finds the Montana climate to his liking. This is especially true if one is a fisherman. Assigning a fisherman to work in Montana is like hiring a gourmet to be a food taster in a fashionable restaurant, since the state is literally loaded with streams, lakes and rivers and the game fish that go with them. Matter of factly, the Clark Fork River is but a stone's throw from the maintainer's house; only the tracks and a steep embankment are between him and the river.

Superior, Montana isn't going to exhaust the efforts of a map marker's pen, but it's a darn good place for a signalman to work, and when he's a fisherman too, well, you can't beat that sort of combination.

Let's Talk Business About Heart Disease

by President Jesse Clark

THE ANNUAL HEART FUND CAMPAIGN, OF WHICH Brother George Meany, President AFL-CIO, is a national sponsor, will be conducted nationwide throughout the month of February.

In urging labor's support of the drive, the American Heart Association points out that diseases of the heart and blood vessels are responsible for almost a million deaths annually, more than all other causes of death combined; that organized labor has contributed a substantial share of the $110 million the Association has channeled into scientific research since its first campaign in 1949; and that this support has been a most important factor in the significant gains being made increasingly against these diseases.

Therefore, may I ask that you consider making a contribution to the Heart Fund this year from your treasury. You may forward this donation to your local Heart Association, or, direct to the

American Heart Association, Inc.
44 East 23rd Street
New York, N.Y. 10010

Either way, 75 percent of the money will be spent in the area in which it originates, with most of the balance going to the national research program.

However, when your contribution is made, please let us know to whom and the amount thereof so that it may be included in a consolidated report of our combined donations in behalf of this most worthy cause. Send this information directly to Secretary-Treasurer C. J. Chamberlain, 2247 Lawrence Avenue, Chicago, Illinois 60625.

March 31 Deadline for Filing for Supplementary Medical Benefits

Railroad employes who reached age 65 by the end of 1965 are reminded by the Railroad Retirement Board that if they want to be covered for supplemental medical benefits under the new Federal "medicare plan" when it starts this July, they must sign up by March 31, 1966. If they do not enroll by the March 31 deadline, they will not have another chance to join before October 1967, and they cannot be covered for the supplemental medical benefits before July 1968. Also, persons enrolling at a later date will have to pay a higher premium than if they join now. The cost is only $3 a month.

Persons already on the benefit rolls of the Railroad Retirement Board can expedite their enrollment for supplemental medical benefits by filling out, as soon as possible, the cards included in the "enrollment kit" they received from the Board. Other eligible railroad employes and their wives can take action to obtain coverage for supplemental medical benefits at any Board office.

Use the application form furnished elsewhere in this issue of the *Journal* to sign up for Medicare, if you have not already done so.

Overlay Track Circuits

The GRS approach overlay track circuit provides, without the necessity of insulated joints, track circuit control of highway crossing protective devices on single track with double-direction running. Fail-safe design provides positive indication when the rails are shunted, upon loss of energy to the transmitter, or if circuit derangements result in open circuit conditions. The circuit has no effect on existing d-c track circuits, a-c track circuits, or coded track circuits. It has a maximum range of 4000 feet.

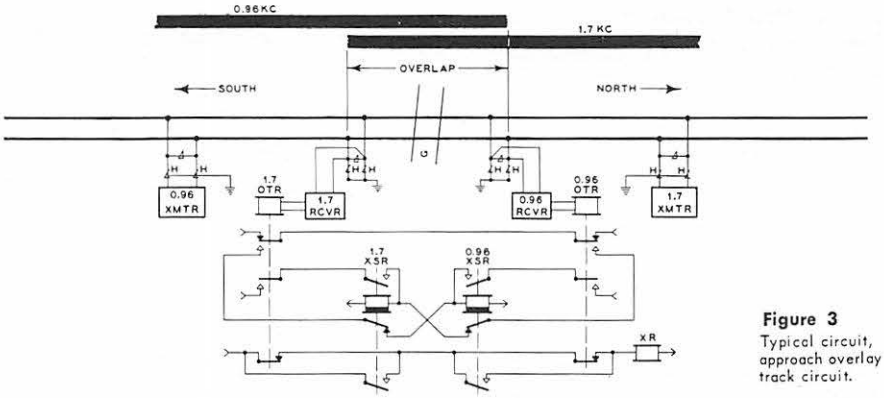


Figure 3
Typical circuit, approach overlay track circuit.

Approach Overlay Shunt Track Circuit

The equipment consists of a transistor-operated modulated carrier transmitter and receiver, Figure 1, a 100-ohm overlay track relay and an optional track coupling unit, which may be necessary to bridge insulated joints of existing track circuits. the carrier equipment is designed for wall, shelf, or relay rack mounting. It operates on 10 to 14 volts - battery energy or rectified a-c.

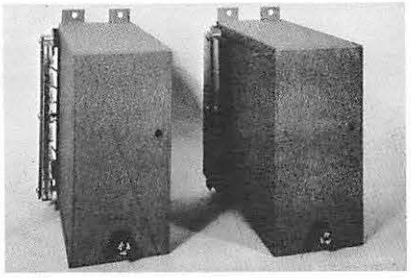


Figure 1

In the transmitter, Figure 2, the carrier signal generated by the carrier oscillator is modulated by the output of the tone oscillator, amplified, and connected to the rails through an internal coupling unit. The gain control adjusts the output for track circuit requirements.

The signal is picked up by the receiver via direct connections to the rails. The input signal to the receiver passes through a tuned carrier filter and is amplified by a three-stage transistor amplifier. It is then demodulated by a full-wave detector, and the tone modulation is selected and coupled to the bridge rectifier. The d-c output of the rectifier operates the overlay track relay.

Operation

Referring to Figure 3, assume that a northbound train is approaching the track connections of the 0.96-kc transmitter. It provides a low-resistance shunt to the modulated carrier present in the rails. With the train on the approach, the 0.96-kc receives no energy from the rails, thus relay 0.96 OTR is released which, in turn, releases crossing relay XR and picks up crossing stick relay 1.7 XSR. The release of XR starts the operation of the crossing device.

As the front of the train passes the 1.7-kc receiver, carrier from the 1.7-kc transmitter is shunted out, and 1.7 OTR releases to hold up 1.7 XSR, after 0.96 OTR picks up.

When the rear of the train has passed the 0.96-kc receiver, the voltage rises, and 0.96 OTR picks up. With 1.7 XSR held up, the pickup of 0.96 OTR energizes XR to turn off the crossing device.

As the train leaves, the 1.7-kc receiver again receives its own modulated carrier, and 0.96 OTR picks up to open the 1.7 XSR stick circuit and restore the crossing circuits to normal.

Island Overlay Shunt Track Circuits

The GRS island overlay shunt track circuit provides, without the necessity of insulated joints, track circuit control of highway crossing protective devices and also may be used for restarts at highway crossings where timing out is required on approaches. Fail-safe design provides positive indication when (1) the rails are shunted, (2) upon loss of energy to the transmitter, or (3) if circuit derangements result in open circuit conditions. The circuit has no effect on existing d-c or a-c track circuits, or coded track circuits. The track circuit has

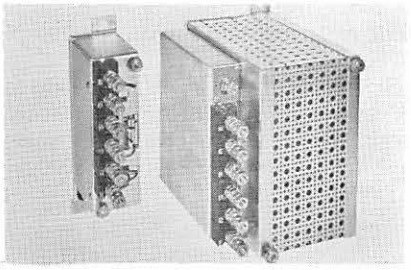


Figure 4

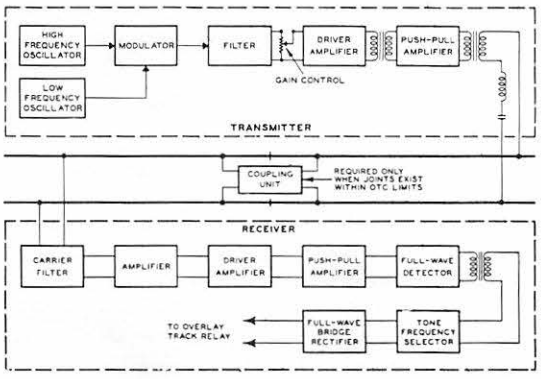


Figure 2
Block diagram, approach overlay track circuit.

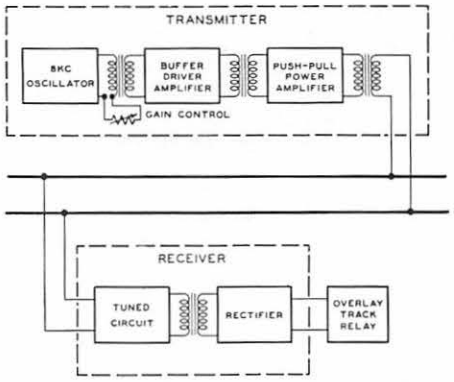


Figure 5
Block diagram, island overlay shunt track circuit equipment.

a range of approximately 300 feet.

The transistor-operated equipment, Figure 4, consists of an 8-kc transmitter, which occupies the space of three Type B relays, and a receiver which occupies the space of one Type B relay. The equipment is designed for wall, shelf, or relay rack mounting. It operates on 9 to 12 volts - battery energy or rectified a-c.

In the transmitter, Figure 5, the carrier signal generated by the 8-kc modified Colpitts oscillator is amplified and fed to the rails through an internal coupling capacitor which prevents interference with the existing track circuit.

Carrier in the rails is detected in the receiver's series tuned circuit and is rectified to operate the overlay track relay. Since the receiver is inert, relay operating energy is received via the rails. There is no possibility of self oscillation which might cause the overlay track relay to become energized.

Operation

Referring to Figure 6, assume that a northbound train enters approach track 1T. Track relay 1TR releases which, in turn, releases crossing relay XR and picks up crossing stick relay 3XSR through a back contact on 1XSR. The release of XR starts the operation of the crossing device.

As the train enters the overlay track circuit, carrier energy to the receiver is shunted out and overlay track relay OTR releases to establish a stick circuit to 3XSR. After the train passes the insulated joints separating track circuits 1T and 3T, relay 1TR picks up to establish a second stick circuit to 3XSR through 1TR front, 3TR back, and 3XSR front.

As the rear of the train moves beyond the insulated joints, carrier energy is again received, and OTR picks up. OTR establishes a pick-up circuit for XR through 1TR, OTR, and 3XSR front contacts, which bypasses 3TR front. The pickup of XR stops the operation of the crossing device. After the train clears track 3T, relay 3TR picks up, 3XSR releases, and the crossing circuits return to normal.

Series Overlay
Track Circuits

The GRS series overlay track circuit provides, without the necessity of insulated joints, an effective means of obtaining the release of an outlying switch lock when the main line is occupied in the vicinity of the switch. The circuit is fail-safe - should the overlay track relay fail to operate, the switch will remain locked.

The series overlay track circuit equipment, Figure 7, consists of a 10-kc transistor-operated transceiver (combination transmitter and receiver), which occupies the space of a Type B2 relay, and a tuner, which occupies the space of a Type B1 relay. The equipment is designed for wall, shelf, or relay-rack mounting. It operates on 9 to 12 volts - battery energy or rectified a-c. The use of transistors reduces maintenance and permits operation at a low energy level from a low voltage power supply. Current drain is low, only 40 ma. with the track unoccupied and 200 ma. with the track occupied.

The transmitter section of the transceiver, Figure 8, is comprised of a 10-kc modified Colpitts oscillator, coupling transformer T1, a push-pull parallel power amplifier, and output transformer T2. The

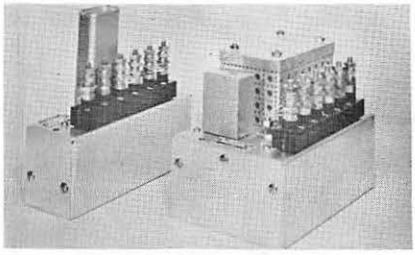


Figure 7

receiver section consists of input transformer T3, and a rectifier and filter which feeds an external d-c relay. The variable resistor permits adjustment of the relay current. Since the receiver is inert, relay operating energy must be received via the rails. Therefore, there is no possibility that self-oscillation might cause the relay to become energized.

The tuner, which consists of a fixed 3-mfd capacitor and a variable inductor, compensates for the inherent inductive reactance of the track leads. The series capacitor prevents shunting the regular d-c or a-c track circuit. The variable inductance is introduced, as requied, to obtain series resonance at the transmitter frequency. With the circuit in series resonance, the reactance of the track leads is cancelled out and essentially the d-c resistance remains. The tuner(1) provides a low-impedance path for 10-kc energy so that track occupancy has maximum effect, and (2) permits using transceivers in-

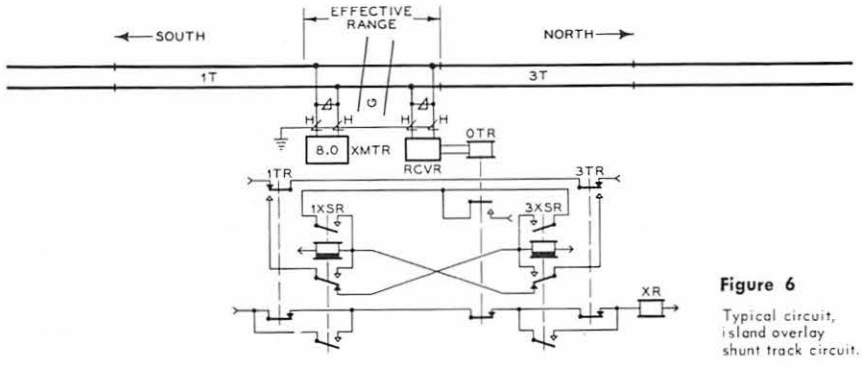


Figure 6
Typical circuit, island overlay shunt track circuit.

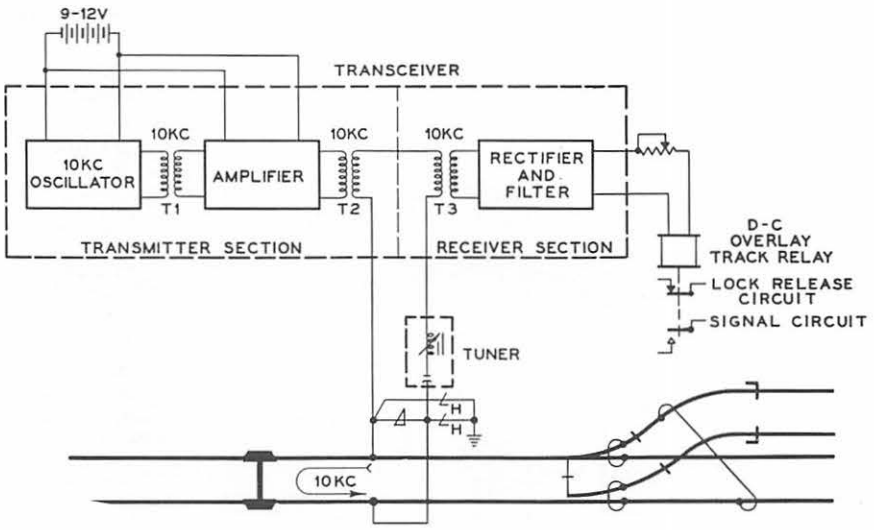


Figure 8 Block diagram, series overlay track circuit.

terchangeably at different locations without the retuning which would be necessary if the tuner were an integral part of the transceiver.

Operation

Referring to Figure 8, the 10-kc output from the continuously-energized oscillator is coupled to the amplifier through transformer T1. The signal is amplified and fed through output transformer T2. The secondary of T2, track leads, tuner, and primary of input transformer T3 comprise an open series circuit. When a train shunts the rails, thus completing the circuit, the 10-kc signal passes through the secondary of T3 to the rectifier. The rectified d-c output picks up the overlay track relay, which closes the lock release circuit and causes the protecting signals to display a stop indication.

The series overlay track circuit is effective only in the vicinity of the insulated joint. It will operate up to the switch points but will not pass beyond them. Thus, a train on the siding - even fouling the switch - cannot cause lock release.

Extended Range Series
Overlay Track Circuits

The GRS extended range series overlay track circuit provides, without the necessity of insulated joints, an approach indication for the Wheel Thermo-Scanner Unit, the GRS system for detecting hot journal bearings.

The extended range series overlay track circuit has a range of approximately 180 to 330 feet either side of the track circuit connection. The equipment, Figure 9, consists of a 1-kc transistor-operated transceiver (combination transmitter and receiver), which occupies the space of a Type B2 relay, and a tuner, which occupies the space of a Type B1 relay. The equipment is designed for wall, shelf, or relay-rack mounting. It operates on 9 to 12 volts - battery energy or rectified a-c. The use of transistors reduces maintenance and permits operation at a low-energy level from a low voltage power supply.

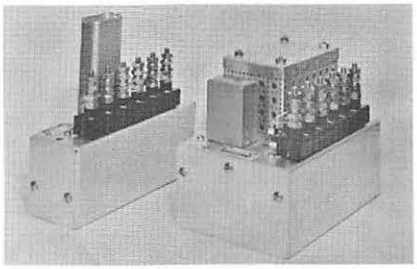


Figure 9

Current drain is low, only 40 ma. with the track unoccupied and 200 ma. with the track occupied.

The transmitter section of the transceiver, Figure 10, is comprised of a 1-kc modified Colpitts oscillator, coupling transformer T1, a push-pull parallel power amplifier, and output transformer T2. The receiver section consists of an input transformer T3, and a rectifier and filter which feeds an external d-c approach relay. The variable resistor permits adjustment of the relay current. Since the receiver is inert, relay operating energy must be received via the rails. Therefore, there is no possibility that self-oscillation might cause the relay to become energized.

The tuner, which consists of a fixed 25-mfd capacitor and a fixed inductor, compensates for the inherent inductive reactance of the track leads. The series capacitor prevents shunting the regular d-c or a-c track circuit. Series resonance is obtained by tuning the transmitter oscillator frequency as required to cancel the inductive reactance of the track leads. The tuner provides a low impedance path for 1-kc energy so that track occupancy has maximum effect.

Operation

Referring to Figure 10, the 1-kc output from the continuously-energized transceiver oscillator is coupled to the amplifier through transformer T1. The signal is amplified and fed through output transformer T2. The secondary of T2, track leads, tuner, and primary of input transformer T3 comprise an open series circuit. When a train shunts the rails, thus completing the circuit, the 1-kc signal passes through the secondary of T3 to the rectifier. The rectified d-c output picks up the approach relay for the Wheel Thermo-Scanner Unit to indicate the approach of the train to the scanner location.

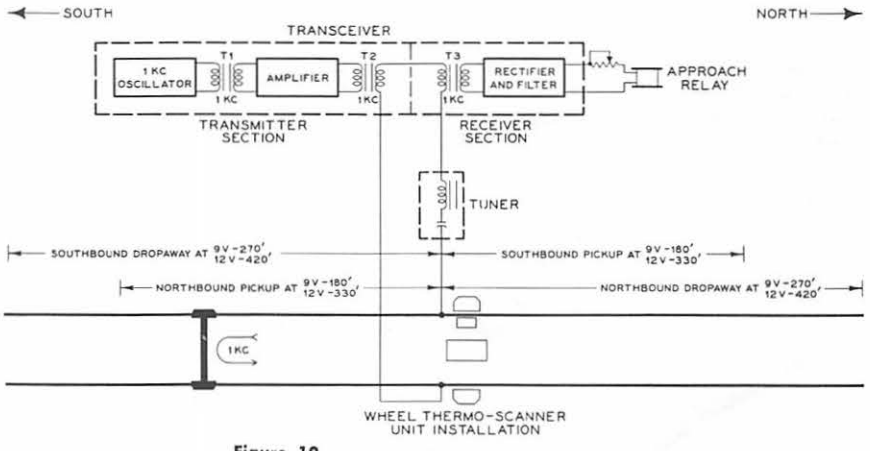
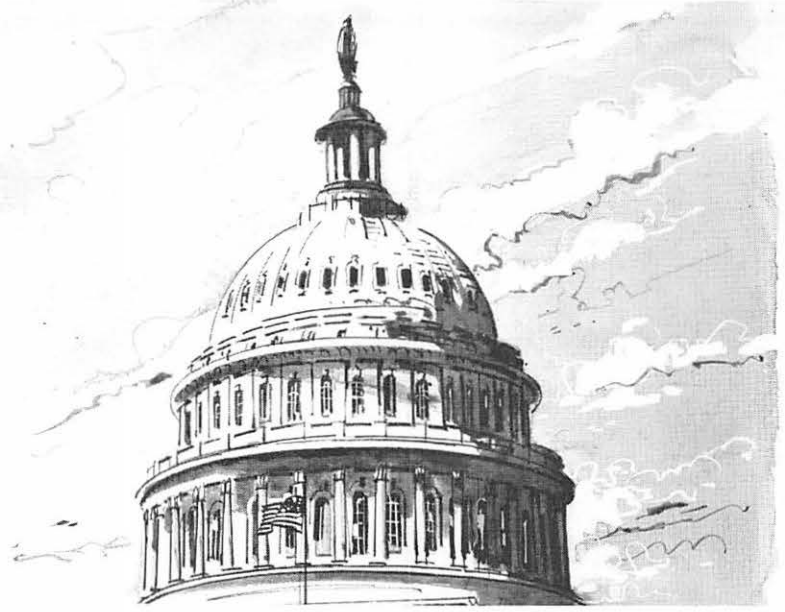


Figure 10 Block diagram, extended range series overlay track circuit.

AFL-CIO Council Sets Legislative Goals For 1966



THE SECOND SESSION OF the 89th Congress has now begun. It is our hope and our expectation that in its own way it will be as historic as the first.

In some respects the challenges which this session must face are different. Today, the primary concern of the nation is the shooting war in Vietnam—a grim and ugly war against Communist aggression, in which increasing numbers of American lives are being spent.

It should now be clear to the world that the United States did not want this war and is taking every possible step, short of surrender, to end it. We in the AFL-CIO are proud of the unprecedented efforts of President Johnson to bring the issues from the battlefield to the conference table. Never before in recorded history has the most powerful nation on earth gone to such lengths to reach a peaceful settlement with a weaker antagonist.

No Price Too High for Freedom

We profoundly hope these efforts will succeed. But if they are rejected, the aggressors must be defeated and we pledge our full support to that end. No price is too high in the defense of freedom, and that is the issue in Vietnam.

But even as Americans die for peace and freedom half a world away, the nation must carry on the struggle to extend the blessings of a free society to all within its borders.

We reject the proposition that social and economic progress must be suspended because of the costs of war. Such a suspension could be the costliest penalty of all. For the strength of American society, on which is based the spirit of the American people, is the nation's most powerful weapon on every front.

Certainly the burden of Vietnam must be borne by the whole of society. The cost must not be at the expense of economic and social gains such as those pioneered by this Administration to end poverty and improve education. America's home-front strength is its major bulwark against Communist expansion. It should be strengthened, not undermined, as part of our war effort.

One inherent element in that strength is the American form of government itself—the system of representative government which insures that the will of the people will be reflected by those chosen by the people, and translated into law. It is on these grounds that we urge the Senate to make a vote on the bill to repeal Section 14(b) of the Taft-Hartley Act one of its first orders of business.

We are intensely interested in this bill on its merits. But we are far more concerned that in the previous session, against the will of the people and of the Senate itself, and indefensible filibuster blocked its consideration. Let us have a vote on the issue—a vote up or down—but let us have a vote.

There are other pressing items on the agenda. As we now judge the needs, this session of Congress must also increase the amount and broaden the coverage of the federal minimum wage—the most effective means of combating poverty.

It must modernize and strengthen the unemployment compensation system—the primary safeguard against catastrophic depression.

It must act on urgently-needed consumer legislation—vital to prevent consumer buying-power from being siphoned off by usurers and profiteers.

It must enact the situs picketing bill, endorsed by this Administration and its three predecessors.

It must grant true self-government to citizens of the District of Columbia—thus correcting an ancient injustice for which there is no possible excuse.

It must provide adequate protection and safeguards for those Americans seeking to achieve the civil rights guaranteed by the Constitution and spelled out in legislation in 1964 and 1965. The authorities in too many areas of this nation are unable or unwilling to protect civil rights advocates and the federal government must find the way to safeguard these men and women.

These now appear to be the major domestic needs. They will perfect a record which has already assured the 89th Congress a high place in the annals of the nation. And as it acts on these measures, the Congress must make sure that the giant strides taken by the first session—in education, in civil rights, in meeting urban problems, in the war on poverty and so many more—get the expanded support and the dedicated administration they need to achieve their goals.

Even as the fight against totalitarian aggression goes on, the fight for a more perfect society must be pressed with equal force. In order to be true to the ideals, the aspirations and the high principles for which America stands, such a society must become a reality for every American.

SHANTY BANTER

SAFETY TIME

A motorist is a person who, after seeing an accident, drives slowly for the next five minutes.

Hard work is the only substitute for genius.

RING, RANG, WRONG

Sue: "Now that we're engaged, you're going to give me a ring, aren't you?"

Joe: "Why Darling — when did you get a phone?"

One seldom makes the same mistake twice. Generally it's three times or more.

ABSENT-MINDED

"I have an excellent memory," boasted the professor, "but there are three things I cannot remember: names, faces, and—I guess I forgot what the third thing is."

Watch your span if you want to look spic.

$MART!

The well dressed young lady walked up to the teller's window in the bank and presented her check.

"And how would you like this fifty dollar check cashed, Miss?"

"I'll take two twenty-fives, please."

Give teen-agers a few facts and they will draw their own confusions.

"A" FOR EFFORT

In a kindergarten class, several flags were shown. "What flag is this? asked the teacher.

"That is the flag of my country," answered a bright youngster.

"And what is the name of your country?"

"Tis of thee," replied the bright one.

THE RICH AND THE DEAD

If you get up earlier in the morning than your neighbor, work harder, scheme more, stay up later figuring out how to make more money, burn the midnight oil more planning how to get ahead of your neighbor while he's sleeping, not only will you leave more money when you die, but you'll leave it so much sooner.

TEE TALK

Golf is the game that turned the cows out of the pasture and let the bull in.

VACATIONING FRIEND WRITES

"Having a wonderful time. Wish I could afford it. Love to the family."

A VISION OR A SIGHT?

"Who's that funny looking girl on the dance floor?"

Rather angrily, "My sister!"

"Oh . . . She dances extremely well."

"Well, I finished medical school to please you and mom. Now, I'm going to be a railroad signalman like I've been saying since I was six."

SMART SHOPPER

The young bride went to the grocery store, determined that the grocer not take advantage of her youth and inexperience.

"These eggs are dreadfully small," she criticized.

"I know it," came the concurring answer, "but that's the way the farmers bring them in, and we can't help ourselves. But," he reassured her, "they are very fresh—just came in from the country this morning."

"Yes," retorted the bride, "that's just it! That's the trouble with those farmers. They are so anxious to get their eggs sold they take them off the nest too soon!"

Want to improve your appearance? Smile.

DOES SHAKESPEARE KNOW?

Junior: "Sis, who was Hamlet?"

Sis: "Bring me the Bible, you ignoramus, and I'll show you."

Some people hate any form of government that requires holding down a job.

WHAT'S IN A NAME?

Teacher: What's your father's name?

Student: Daddy.

Teacher: Yes, but what does your mother call him?

Student: She doesn't call him anything. She likes him.

The more you lean on somebody else, the leaner your chances of success.

ONE IN EVERY CROWD

Clerk: "Do you want to take this insect repellent with you?"

Customer: "No, I'll send the insects over here and you give it to them."

In those places where money talks, grammer is unimportant.

SUCCESS IS RELATIVE

Two young businessmen were discussing how they achieved success.

"Things were pretty tough for me for a while," admitted one, "but I just gritted my teeth, rolled up my sleeves—and borrowed another thousand dollars from my father-in-law.

YOUR WASHINGTON Reporter

Albert H. Jenkins

WITH THE WAR IN Vietnam as the dominant issue, Congress swung into its second session, on the heels of a dramatic world-wide peace offensive staged by the Johnson Administration.

Newspapers in advance called it "The War Congress." There were such headlines as these: "War Casting Shadow Over Great Society" . . . "Guns or Butter?" . . . "Cut Spending or Raise Taxes?" There were many similar headlines that focused on the problems confronting the lawmakers as they returned to Washington after a long recess.

At this writing, President Johnson was struggling to keep his new budget in the vicinity of $110 billion, of which about $10 billion would be for the costs of waging the Vietnam conflict, should peace prove elusive.

There was the need also to supply additional billions for the many "Great Society" programs approved in the first session—the expanded war on poverty, aid to education, housing and urban development, mass transit, aid to Appalachia, manpower training, conservation projects and other pace-setting programs which made the first session so memorable.

In this situation, there was talk of a severe squeeze on domestic spending, a tightening up or slashing of expenditures on some of the Great Society measures—in other words, more for "guns", less for "butter." As an alternative, higher federal taxes were suggested.

Dissenting voices were heard, however. In labor and liberal quarters it was argued that the economy could be expanded to provide both "guns and butter."

AFL-CIO President George Meany declared: "Those who cry 'guns or butter' have lost touch with reality. Perhaps the twin obligations of war abroad and progress at home will cost more money; but to abandon progress in the name of war would subvert the cause itself. The U.S. must move forward. The unfinished business must ever be attacked."

For the AFL-CIO, the immediate "unfinished business" was urgent. This included a reinvigorated fight for repeal of Section 14 (b) of the Taft-Hartley Act so as to restore freedom for workers and employers to bargain on the union shop in "right to work" states.

In addition, on the unfinished docket was the revision of the Wage-Hour Act to increase the minimum wage and broaden coverage of the act for millions not now protected; also, reform of the unemployment compensation system; consumer protection bills; home rule for D.C., and various other "must" measures.

Rail Labor Pushes Objectives

For rail labor this will be a highly-important session also. With the backing of the AFL-CIO, the nation's railway unions will be pushing for these objectives, among others:

- Supplemental pensions for rail workers who retire, the cost to be borne by the railroads.
- Revision of the Bank Holding Company Act so as to end an exemption for the Florida duPont estate, which owns a chain of banks as well as the strikebound Florida East Coast Railway and many other properties. The elimination of the present exemption would force the Ball-duPont estate either to give up the chain of banks or such properties as the FEC railway.
- Amendments to the Railway Labor Act to correct injustices in the handling of grievances and to provide for special boards of adjustment to help clean up the huge backlog of unadjusted grievance cases.
- Greater authority for the Interstate Commerce Commission to police rail safety and increase penalties for violations.
- Legislative restrictions on the abandonments of rail passenger services.
- A halt to railroad mergers pending a full Congressional investigation of the merger wave; also a searching probe of railroad financial practices.
- A uniform national transportation policy to be administered by a single federal agency.

One Man, One Vote

Another big battle in Congress looms up over the Supreme Court's ruling that members of state legislatures must be elected on the basis of "one man, one vote."

At the recent AFL-CIO convention, it was pointed out that the court's decision "already has commenced to turn the tide against minority rule in the state legislatures." Of the 50 states, 19 have complied with the ruling; 12 others have moved to comply subject to final court approval of their plans, and 14 more have taken preliminary steps toward compliance.

GOP Senate Leader Dirksen last year pushed a resolution for a constitutional amendment to nullify the "one man, one vote" ruling by authorizing members of one house of a state legislature to be elected on some basis other than population. Now he has served notice that he will renew this fight. Also, he has vowed to filibuster against repeal of the Taft-Hartley Act's Section 14 (b) which allows states to ban the union shop agreements.

The AFL-CIO strongly has served notice it will fight to the finish against Dirksen's resolution to emasculate the "one man, one vote" ruling, and for repeal of the Taft-Hartley's Section 14 (b).

Truth in Lending

Among other big issues in this session of Congress are the following:

The "Truth in Lending" bill of Sen. Paul H. Douglas (D., Ill.) and the "Truth in Packaging" measure of Sen. Philip A. Hart (D., Mich.). The Douglas bill would require money lenders and installment plan sellers to tell borrowers and buyers the true interest rate and finance charges they will

pay if they sign the contract on the dotted line.

The Hart bill would end deception of housewives and other consumers by curbing tricky packages, cans, bottles, and other containers, and requiring honest labeling of such containers. Both pieces of legislation would save the public hundreds of millions of dollars but have been blocked for years by powerful lobbies.

Sen. Harrison A. Williams (D., N.J.), who long has been battling for the "forgotten Americans"—the migrant farm workers and their families—and has won some pioneer protection for them, announced that he will drive for six more bills he has introduced on this subject. The new measures deal with such problems as the minimum wage, child labor and better housing for migrants.

Also, Williams said he and his staff "are laying the foundation for passage of bills to protect elderly people from the modern medicine men who peddle quack nostrums and medical devices, and from the salesmen of sorrow and loss, whose stock in trade is retirement home sites under water or in the desert."

All in all, though Congress made a great record last year, it now faces important unfinished legislative tasks and some new ones. The session promises to be an exciting one.

Important Health Insurance Information

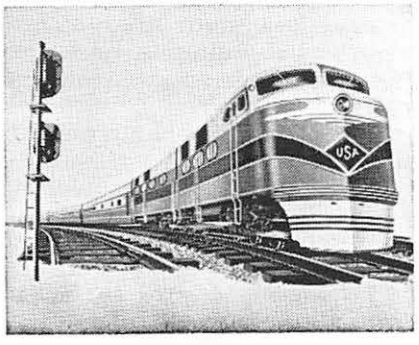
By President Jesse Clark

If you or your wife or both of you are 65 years old or over or are approaching that age the information on this page is of urgent and utmost importance to you.

If you are in active service in our craft your hospital, surgical and medical benefits are provided under Travelers Policy GA 23000 or by a Hospital Association. On Hospital Association railroads dependents' benefits are provided under that policy. That policy is being revised so that after July 1, 1966, it will not provide either employe or dependents' benefits to persons 65 years of age or over to the extent that benefits are available under either the Basic Hospital Benefits or Supplemental Medical Benefit provisions of Medicare. In order to keep protection at least as complete as you now have after you are 65 years old you must sign up for Supplementary Medical Benefits under Medicare and so must your wife if she is 65 even if you are younger. If you and your wife (or whichever one is 65) sign up your railroad employer will continue to pay for your protection, including the $3 premium for Medicare; it won't cost you anything. Hospital Association plans will almost certainly also be adjusted the same way.

If you are retired or have been furloughed for more than three months and are carrying railroad group hospital and surgical insurance it is under Travelers Policy GA 23111. That policy too is being revised so that after July 1, 1966, it will not provide either employe or dependents' benefits to persons 65 years of age or over to the extent that benefits are available under Medicare. Since this insurance is not now being paid for by your former employer, you will continue to pay for it and will pay the additional $3 per person for the Supplemental Medical Benefits under Medicare (through deductions from your railroad retirement or social security benefits if you are in receipt of such a benefit). But the combined protection of Medicare and GA 23111 will be much more complete than that heretofore available.

You should sign up now for the Supplemental Medical Benefits under Medicare irrespective of whether you are now carrying insurance under GA 23111. If you are not now carrying it you will be given a chance to enroll for it and if you are carrying it and have doubts whether you can afford to continue it after July 1, 1966, along with Medicare you can drop it then or later. The important thing is for all persons age 65 or over to sign up for Supplemental Medicare before March 31, 1966.



National Guard and Reserve Units Pushed For Extra Training

Secretary of Defense Robert McNamara recently announced that the training requirements of National Guard and Army Reserve Units is being substantially increased. He is seeking the cooperation of the AFL-CIO and of management in providing income protective measures for personnel involved.

AFL-CIO President George Meany pointed out that members of Reserve components will now be required to increase their training during evenings and over weekends. He added that **"for many among them who are hourly employes, changes in work schedules may be necessary. Arrangements also may be required to make sure that the earnings, seniority, and other rights of reservists will not be jeopardized as a consequence of increased military duties."**

Secretary McNamara expressed his hope that in each affected locality, management personnel, labor representatives, and Guard and Reserve Unit Commanders will work together to assure that equitable arrangements are made so that reservists can perform their duties with a minimum impact on all concerned.

Meany assured the Secretary of Defense of complete AFL-CIO cooperation and urged affiliates to assist in this vital defense effort.

President Jesse Clark, in response to the plea, urged Grand Lodge Officers, and General Committee and Local Officers to cooperate and make every effort to preserve the fullest protection possible for members of our Brotherhood.

AN IMPORTANT REMINDER

To Persons Who Have Not Signed Up For Supplementary Medical Insurance

Employes 65 Years of Age or Nearing Their 65th Birthday Must Sign Up Immediately

TIME IS RUNNING OUT

SIGN UP NOW IF YOU WANT full protection under Medicare. You are not automatically covered by supplementary medical insurance. You must apply if you want it.

Are others signing up for medical insurance? Yes, most eligible people have already signed up.

Why are so many signing up? Because it's a bargain. Medical insurance will pay for a good part of your doctor bills and it costs you only $3 a month. You cannot buy comparable insurance for that price from any other insurer.

What if you have other insurance? Many employer plans, Blue Cross and Blue Shield plans, and other insurance companies including our own Health and Welfare (Travelers) Plan, are going to adjust their coverage so that after July 1 they will pay only for things that Medicare does not pay for. Therefore, many of these organizations are advising people over 65 to sign up for Medicare.

How can you sign up for medical insurance? It's simple. Just fill out the questionaire on the opposite page and mail it to your regional office as shown on the bottom of the page. More detailed information will be sent to you.

Remember, if you don't sign up now, you will have only one more chance to enroll and that won't be until the last 3 months of 1967. If you wait until then,

there will be an additional premium charge and your medical insurance coverage will not start until July, 1968.

Suppose you don't want medical insurance? You will still be eligible for basic hospital benefits if you do not sign up for supplemental medical benefits.

More Information About Supplementary Medical Insurance

Here's the most important things supplementary medical insurance covers:

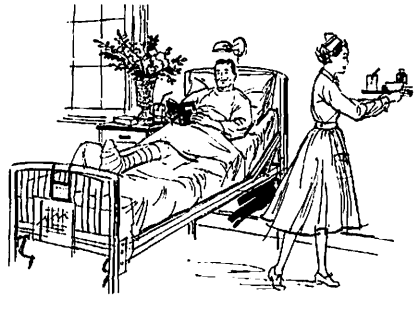
- Physicians' and surgeons' services
  - (a) At home, in the doctor's office, or in a hospital
  - (b) Surgery and consultation
  - (c) Outpatient psychiatric care (with limitations)
- Diagnostic tests
  - (a) X-rays, etc.
  - (b) Laboratory services
- Surgical dressings, splints and casts
- X-ray, radium and radioactive isotope therapy
- Rental of medical equipment such as iron lungs
- Ambulance services when necessary
- Prosthetic devices to replace internal organs (not dental)
- Artificial limbs, eyes and braces
- Up to 100 home health visits a year by a visiting nurse, physical therapist, or other health worker (This is in addition to the 100 visits provided by Medicare's basic hospital insurance)

Supplementary medical insurance does not cover a few services such as routine physical exams, drug prescriptions, eye glasses, hearing aids, and ordinary dental treatment.

What is it worth to you? It's worth a lot. For example, doctor bills alone can be $1,000 or more. 100 home health visits by a nurse could cost $1,500. Diagnostic tests and such things as X-ray and radium treatments are very expensive. So are many other medical services. Medicare pays 80 percent of the annual covered medical expenses over $50.

How much does it cost you? Supplementary medical insurance costs $3 a month. You don't pay any cash if you're receiving railroad retirement benefits. The $3 will be deducted from your monthly checks, beginning July 1, 1966. Every two years, you will have a chance to drop your medical insurance if you no longer want it.

If you need more information or help to fill out the questionnaire accompanying this article and mail it to your nearest Railroad Retirement Board office or contact them directly or by telephone. Act Now.



Sign up for MEDICARE

IT'S EASY AS:

A

Most people can get it at age 65 —
Even if still employed full time, not working, or never worked.

B

If you receive a monthly railroad retirement annuity or social security benefits, you must act to get supplemental medical benefits. You get medical benefits only if you sign up for them.

C

If you are 65 — or over — and have never applied for Railroad Retirement or Social Security benefits, an application for hospital insurance is necessary before your medicare can start.

If you are 65 or older . . . . . **APPLY NOW**

If you are under 65 . . . . . **APPLY DURING 3 MONTH PERIOD BEFORE YOUR 65TH BIRTHDAY**

BENEFITS START JULY 1, 1966

"A"

BASIC HOSPITAL BENEFITS

If age 65 before 1968 no previous work record is required.

"B"

SUPPLEMENTAL MEDICAL BENEFITS

$3.00 monthly premium.
First enrollment ends March 31, 1966.

FOR MORE DETAILED INFORMATION — CONTACT YOUR NEAREST RAILROAD RETIREMENT BOARD DISTRICT OFFICE OR MAIL THE COUPON BELOW TO THE NEAREST RAILROAD RETIREMENT BOARD REGIONAL OFFICE.

Check boxes that apply:

SEND INFORMATION ABOUT MEDICARE ☐ I WANT SUPPLEMENTAL MEDICAL BENEFITS ☐

I AM WORKING ☐ I RECEIVE RAILROAD RETIREMENT ANNUITY ☐ I RECEIVE SOCIAL SECURITY BENEFITS ☐

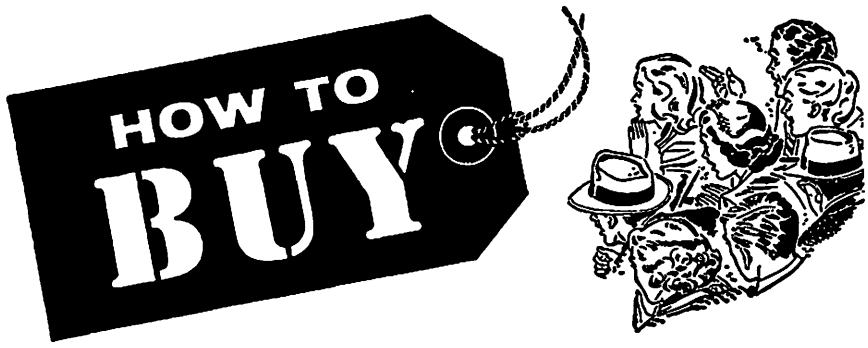
DATE OF BIRTH..... SSA NO.....

NAME (PRINT).....

ADDRESS.....
NUMBER AND STREET CITY STATE ZIP CODE

TELEPHONE NUMBER.....

Region 1 — P.O. Box 857, Atlanta, Georgia 30301
Region 2 — 341 Ninth Ave., Room 920, New York, N.Y. 10001
Region 3 — Public Square Building, Fifth Floor, Cleveland, Ohio 44113 .
Region 4 — P.O. Box 8440, Chicago, Illinois 60680
Region 5 — P.O. Box 6314, Dallas, Texas 75222·
Region 6 — Federal Building, Room 257, 601 East 12th St., Kansas City, Missouri 64106
Region 7 — 450 Golden Gate Ave., Box 36043, San Francisco, California 94102



By SIDNEY MARGOLIUS, for The Signalman's Journal

Moonlighters, Working Wives — Problems of Two-Job Families

TWO JOBS — a husband's moonlighting or a wife's job and sometimes both—are the way families today frequently try to solve financial dilemmas or achieve a higher standard of living.

But in many cases the extra earnings dribble away, leaving only some new problems. A recent survey we made of 250 family service agencies, labor and credit union counselors, in cooperation with the Family Service Association of America, showed that resentment between husband and wife and parents and children in two-job families is one of the most prevalent trouble-makers of our time.

Understand that this report is not intended as a criticism of moonlighters or working wives. That's not this department's affair. Often two jobs or a working mother are an urgent need in families with marginal incomes and many children.

Role of the Shorter Workweek

Nor is it true that the modern shorter workweek is responsible for today's moonlighting. Those who oppose labor's proposal for a reduction in the standard workweek to create more jobs for the unemployed, often argue that a shorter workweek would merely increase moonlighting. But the U.S. Labor Department's *Monthly Labor Review* recently reported that there were somewhat more dual jobholders among workers who worked 41 hours or more, than among those who had a 35-40 hour week.

The real reasons for moonlighting are financial pressures. The highest proportions of moonlighters is found among men aged 25-44 with growing families, and in industries where pay tends to be static. For example, highest rates of moonlighting are among public workers, especially postal workers, with other high rates among transportation, utility, wholesale-trade and some manufacturing industries.

The manager of one of the largest airline credit unions in the New York area says that he finds most moonlighters among men earning $500-$600 a month. "They seem to need $600-$700 to buy the standard of living they feel they need," he reports. "So they get extra jobs or start sideline businesses or the wife works part time. But they live up to the full two incomes. Then if anything happens to the second income, they are in real trouble."

YOUR MONEY'S WORTH
by Sidney Margolius
DEDUCT JOB EXPENSES
1 IF YOU ITEMIZE DEDUCTIONS WHEN YOU MAKE OUT YOUR TAX RETURN, REMEMBER YOU CAN DEDUCT CERTAIN JOB EXPENSES. THESE INCLUDE UNION DUES, DISTINCTIVE WORK UNIFORMS, SAFETY SHOES AND APPAREL (INCLUDING THEIR UPKEEP AND REPAIR, TECHNICAL BOOKS AND MAGAZINES, AND TOOLS.
2 CHILD-CARE EXPENSES OF WORKING MOTHERS, WIDOWERS AND OTHER FATHERS IN SOME CIRCUMSTANCES ARE DEDUCTIBLE UNDER CERTAIN INCOME LIMITS WHICH HAVE BEEN LIBERALIZED THIS YEAR. IF YOU QUALIFY, YOU CAN TAKE THIS DEDUCTION EVEN IF YOU PAY A RELATIVE FOR THIS CARE.
3 GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S CLOTHING INSIST ON THE LABEL AT RIGHT. AT THE LEFT IS THE LABEL OF THE INTERNATIONAL UNION OF UNITED BREWERY, FLOUR, CEREAL, SOFT DRINK AND DISTILLERY WORKERS.
UNION MADE
ILGWU

Both moonlighting fathers and working mothers have a noticeable effect on children. The moonlighter often disclaims responsibility for bringing up the children other than his financial contribution. And when *both* parents work, children's problems at home and school may pyramid, warns Mary French, of Family and Children's Bureau of Columbus, Ohio. All these pressures cause the wife to blame her husband for not earning enough so she can stay home, while the husband in turn blames her for overspending.

"Many papas have a moonlight job, and perhaps mama works too," Eugene DeBellis, of Family Counseling Service, Colorado Springs, relates. "The hard-won home is often, on that basis, a glorified concentration camp. Such industry often repels the children, and their unwillingness to emulate their parents is labeled 'laziness'." This permits the parents to overlook the fact that they may have sold themselves out for additional acquisitions, Mr. DeBellis points out.

This credit union man feels that often the need for moonlighting can be solved by (1) better money management, and (2) vocational upgrading.

The effect on family life is one of the most serious results revealed by our survey. Ruth Epperson, of Family and Children's Service of Tulsa, tells about a couple in their early 30's with three small children. The husband has both a day and night job and the wife works too. Their total income is $625 a month, but living expenses and debt payments are over $700. She complains he is never home. He feels he must hold down two jobs to meet his family's needs. But he will not consider reducing expenses, budgeting or even discussing how they can meet their expenses.

While this husband is self-propelled, sometimes it is a wife who drives her husband to achieve more than he really can because she measures his love by the amount spent on her, observes Richard Stock, Director of Cleveland Family Service Association. Many husbands caught in this situation take two jobs.

Then the wife may complain of lack of attention even though she herself is pressing for the extra income.

Sometimes a husband and father will work hard tobuy his family extra things but finds that he has not really won their respect or affection. Margaret Park, of Family Service of Milwaukee, tells about one family with heavy debts. The mother was overwhelmed by the care of five children, and the father worked two and sometimes three jobs to pay the bills. The father, himself depression-raised, would buy expensive Christmas gifts in excess of the children's needs or even wishes. He tried to justify these expenditures by working hard but only aroused resentment in his wife and children.

Sometimes, if not always, skillful management of one income can be as effective as two jobs.

Often there are realistic problems such as unexpected medical bills compelling a husband to take a second job or a wife to work. Another noticeable reason for the increase in the number of working wives is to help educate children. A survey at the University of Massachusetts found that over 40 percent of students' mothers had jobs outside the home.

Sometimes, however, the reasons for two jobs could have been avoided, such as an overload of installment debts.

In either case, the danger is that the husband becomes only a breadwinner because he no longer has the time and energy to be really a husband and father, warns Mrs. Gunde Williams, Family Service Society of New Orleans. Similarly, when a wife works, too much of her time by necessity may have to go into her job, and too little is left for her husband and children.

Another frequent effect is the blow to the husband's self-esteem if the wife has to go out to work, Mrs. Williams observes.

"His and Her" money may become another problem when a wife works, especially when each tries to push the other into paying bills so he or she can have more money for personal use, warns Sidney Berman, of Peninsual Family Service, Newport News, Virginia.

If a working wife spends independently, any basic conflict between an aggressive wife and a passive husband can become aggravated, A.W. Swanson of Family Service Society of Buffalo advises.

One counselor tells about a couple married a little over a year. The wife works and banks all her income, as they agreed. His income is usually adequate. But at times circumstances arise requiring additional funds. She refuses to touch "her money" and insists that he borrow the needed money from commercial lenders. The result is extra costs and family discord.

In a nationwide survey of family money problems by the Family Service Association of America, one of the most telling points made by counselors, is that sometimes skillful management of one income can be as effective as the wife going off to work.

Here is an experience told by A.R. McCorkle, of Family Service Association of Lincoln, Nebraska: "We often meet the problem of a working mother working to pay off debts which never seem to be paid off. We start with the adjustments that need to be made in household routine, the problems of the children the breakdown in the relationship between husband and wife. Recently we had to deal with the problem of impulsive purchases by a husband. These were an expression of resentment at his loneliness. His wife worked from 5 p.m. to midnight. We were able to establish a budget which enabled the wife to quit working, which in turn enabled the couple to re-establish a satisfying relationship."

LaMARCHE

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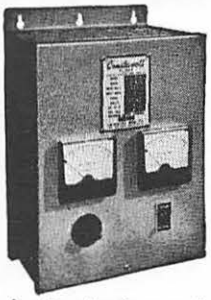

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When a Wife Works

When a wife does have to work, there is no question but that her income should go into the family pool and not be considered "her's". Margaret Kauffman, of the Brooklyn, N.Y., Bureau of Social Service, tells about a couple who had a combined income of $12,500. Each had his or her "own money." The husband paid the rent, part of the food bills. The balance was "his", to use for insurance and his own further schooling to increase his income. The wife paid all other bills, including school costs for their three children. Now they wanted to know which expenses should be shared, and how much each should have of his or her own earnings for personal unquestioned use.

But the counselors felt that the wife's wish to be completely independent and take care of "her" children, really may have reflected a desire to shut out her husband from the family life. It was pointed out to the couple that they are a family unit, with mutual responsibility to the children and each other, and that handling their income was also a responsibility to be shared.

One reason why working wives need to understand that the income they earn is not only "theirs", is that it costs more to run a household when the wife works outside. Not only do a working wife's direct expenses usually take over $50 a month for lunches, additional clothing, carfares, etc., but family meals cost noticeably more. Working wives are pressed for time and tend to incur what Luise Addis, noted home-economic consultant, calls "hidden expenses" for meals out, prepared foods, etc.

U.S. Agriculture Department surveys found that working women feed their families as adequately as full-time homemakers, but usually spend about 75 cents more per person per day. They were found to use more meat, especially luncheon meats, and rely more on ready-baked foods, canned and frozen vegetables and other ready-to-eat foods.

These are among the costs that have to be considered when a husband and wife evaluate whether it pays for her to work outside, or whether she can make pretty nearly as much running her home with full economy.

When they ask you . . .

Repeal of Section 14 (b) has been a public issue for months and it will be more so in the months to come. Your friends and neighbors, even your wife and children, will be asking you what it's all about. Here are some of the questions you can expect—along with answers that may be helpful to you.

What is 14(b), anyway?

Section 14 (b) is a part of the Taft-Hartley Act—the basic labor relations law. It allows the states to pass laws that forbid unions and employers from bargaining over union security, called the union shop.

What's so important about the union shop?

A union shop—which requires every worker who is protected by the union contract to be a member of the union—protects the union from being undermined by the employer; assures it of enough income to do its job; and helps it to be strong enough to live up to the terms of the contract.

That sounds all right for the union as an organization, but what do the workers get out of it?

First of all, the workers get better representation from a stronger, more secure union. And they have the satisfaction of knowing that everyone in the work-place is paying his fair share toward the costs of the union.

Why can't unions just depend on workers to join because the union does a good job in the plant?

There are many reasons. Lots of employers, where there is no union shop, actively discourage workers from joining. In anti-union communities, as in the south, some workers who vote for the union in a secret ballot do not join because they are afraid, or because they are currying favor with the boss. In all areas, some workers don't join because they think it's smart to get something for nothing.

But isn't it un-American to force a worker to join a union if he doesn't want to?

It isn't anymore un-American than taxes. A homeowner may be opposed to a plan to build a new fire house in town. But if he is out-voted, he still has to pay his share of the cost in taxes.

That's all right for government; but why should a union have that kind of authority?

Because the government has assigned a specific obligation to unions which they are legally bound to fulfill. A union that is the established bargaining agent for workers in a factory or other place of employment must provide equal protection to *all* workers, even those who are against the union. This obligation can be enforced through the labor board and the courts. Therefore, it is fair and reasonable for a union to seek a contract that similarly requires all workers to assume their share of the responsibility—which is all that a union shop requires.

If there's a union shop, doesn't the worker lose the power to protest against union policies he doesn't like, because he can't resign from the union?

It is simply not true that they lose the power to protest. They can fight for their point of view within the union itself—something that goes on every day. They can petition for a labor board vote de-authorizing the union shop, while leaving the rest of the contract alone. They can petition for a vote to decertify their present union as bargaining agent. These remedies are not only adequate; they are far more in keeping with democratic principles than quitting in a huff.

what do you tell them . . . about 14 (b)?

How about my neighbor, whose church tells him he can't join any other organization of any kind?

Most unions have met this problem sympathetically on a local and individual basis. Moreover, the Senate repeal bill as it now stands sets up a procedure for exempting genuine legitimate religious objectors.

Isn't a lot of dues money spent on politics and other activities, besides just union affairs?

No. By far the greatest share of the dues dollar is spent on direct trade union activities—negotiations, administration, grievance procedure, organizing the unorganized, training local officers and staff, preparing necessary economic data—the bread-and-butter operations. But beyond this, the labor movement has realized for more than 30 years that it cannot live apart from the rest of the country. Education, social security, medicare, minimum wages, unemployment insurance, housing, hospitals, highways—all these and more are as important to the well-being of workers as the terms of their contract. So politics and legislation are also "union affairs." Finally, no dues money at all is contributed to political candidates in federal elections; the law forbids it. Only voluntary COPE dollars can be used for that purpose.

Just the same, won't repeal of 14(b) force millions of workers into unions they don't want, and give unions a dangerous amount of power?

Not at all. The only union shops that will go into effect automatically will be in companies where union and management had earlier agreed that they would have a union shop as soon as the law allowed it. Elsewhere in the 19 states that now have compulsory open-shop laws the issue will be the same as it is in the rest of the country—a matter of negotiation and agreement between the employer and the union. The only increase in "union power" will be, in some cases, an increase in a union's ability to protect its members—a goal which Congress has said is in the best interests of the nation.

How about those public opinion polls that show most people are in favor of keeping 14(b)?

All of these poll questions, by nature, have to be stated in simple terms. The 14(b) question, by nature, is complicated. Therefore the polls cannot reflect true opinion. It is more instructive to look at the results of seven state referendums since 1958 (labor won six), and the national elections of 1960 and 1964, when the party positions were totally opposed and the pro-repeal party won.

If Section 14(b) is harmful and most people favor its repeal, then who actually wants it kept in the federal law?

Support comes primarily from the selfish interests who have utilized "right-to-work" laws as a means of keeping unions weak, wages and social conditions poor and as a lure to bring industry into their areas. These same persons who claim to seek "freedom" for the worker are, for the most part, the same groups and individuals who have opposed civil rights legislation, one man—one vote, higher minimum wages, medicare and all forward-looking legislation in the United States.

There are more questions, and more answers. The AFL-CIO hopes that these few will contribute to a public dialogue on 14(b) as it is, rather than what it is said to be.

Estimating the Amount of Railroad Survivor Benefits

LIKE MOST RAILROAD employes, you are probably concerned about the financial protection your family will have in the event of your death. The following questions and answers will help you to estimate the income your family could expect from the railroad retirement system if you are insured for survivor benefits at the time of your death.

1. What determines the amount of the monthly benefits my family could receive after my death?

The amount of their survivor benefits from the railroad retirement system will generally depend on how much you have earned in railroad and social security employment and on how regularly you have worked. For most employes, the amounts will depend on their "average monthly wage" after 1950. Of course, the total payable to the family will also depend on the number of survivors eligible for monthly benefits.

2. How can I determine my average monthly wage?

(a) Count the number of years after 1955 and up to, but not including, the year you reach age 65 (62 for woman employes). Do not count years before the year in which you reached age 22 or years in which you were disabled.

(b) Select the years after 1950 (equal in number to those counted in (a) above) in which your earnings were highest. Count both creditable railroad and social security earnings, but do not include more than $3,600 a year for 1951-54; $4,200 a year for 1955-58; $4,800 a year for 1959-65; and $6,600 a year thereafter.

(c) Calculate your average monthly earnings in the selected years.

3. If I have computed my average monthly wage, how can I estimate the amount of the benefits my family will receive?

You can estimate the amount of the monthly benefits for your survivors from the table below.

You should bear in mind that under certain conditions benefits are computed by other methods and may differ from the amounts shown in this table. This is generally the case if any member of the family is entitled to a separate social security benefit.

4. I was told that my survivors will receive higher benefits from the railroad retirement system than they would receive if my railroad work had been covered by social security. Is this true?

Yes. Monthly benefits to families on the Railroad Retirement Board's rolls are at least 10 percent more than the amount, or the additional amount, they would receive if railroad employment had been covered by the social security system. The benefit amounts shown in the table above are based on this special guaranty. About two out of three of the survivors receiving annuities from the Board had their benefits computed under this guaranty.

5. My aunt is receiving an annuity as the widow of a railroad employe and is also drawing a social security benefit based on her own employment. Why is her railroad survivor annuity lower than the table would indicate?

The special guaranty seldom provides higher benefits than the regular formula for computing benefits if a widow is entitled to a social security benefit based on her own employment. This is because the guaranteed amount is 110 percent of the difference between the total amount the social security system would pay the widow and the amount the widow is actually entitled to receive from the social security system. When the widow is entitled to social security benefits, the amount payable to her under the regular formula is most often substantially higher than the guaranteed amount. Under the regular formula, annuities to widows can be as high as $88 at the present time.

6. How much are the survivors now on the Railroad Retirement Board's rolls receiving in monthly benefits?

On the average, aged widows are receiving $78 a month; widowed mothers, $110; children, $74; and parents, $79.

7. I understand that if I am not survived by anyone immediately eligible for a monthly benefit, a lump-sum payment can be made to my widow or to the payer of my funeral expenses. How much will this benefit amount to?

The amount of the lump-sum payment will depend on your railroad and social security earnings after 1936 and on how regularly you have worked. The current maximum is about $900. At present, the average payment of this type of benefit is about $600.

8. I know that there is a residual payment which, in effect, guarantees that my family and I will receive at least as much in benefits as I paid in railroad retirement taxes. If a residual payment is made after my death, how will it be computed?

The amount of the residual payment is roughly equal to the retirement taxes you paid, minus any retirement benefits previously paid to you and your family that were based on your railroad service and any survivor benefits paid to your family that were based on your railroad and social security earnings combined.

Average monthly earnings	Aged widow or 1 parent	Widowed mother and—	
		1 child	2 children
$250	$ 92	$168	$223
300	102	186	264
350	113	205	308
400	123	224	336
450	132	241	361
500	142	259	383
550	152	277	405

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. 62201. Dan McGlynn, 120 N. Main St.

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77002

Houston, Tex. 77002. George L. Schmidt, 1307 American Investors Bldg.
Tel. CA 2-2268

Kansas City, Mo. 64105. Frank X. Mattes, Suite 1420, Commerce Tower, 9th and Main Street
Tel. HA 1-5411 and HA 1-2973

Los Angeles, Calif. 90013. Clifton Hildebrand, 408 S. Spring St., Suite 205
Tel. MAdison 9-2214

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

Pittsburgh, Pa. 15219. Robert B. Ivory, 711 Frick Bldg.
Tel. GRant 1-4780

St. Louis, Mo. 63101. Frank X. Mattes, 611 Olive St., Suite 1814
Tel. MAine 1-6992

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 N.B.C. Bldg.

Seattle, Washington 98104. Arthur E. Piehler, 1519 Norton Bldg.
Tel. MAin 4-4700

Sherman Oaks, Calif. 94103 John M. Ennis, Suite 27, Lydee Bldg., 15445 Ventura

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. 39180. W. W. Ramsey, First National Bank Bldg.
Tel. VIcksburg 636-5561

Wichita, Kans. 67202. John C. Frank, 1217 Union National Bldg.
Tel. AMherst 4-0346

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Chicago & North Western

PORT WASHINGTON, WIS. (9). Brother Donald C. Nerud-signal maintainer at West Allis, Wis.—retired on Sept. 30, 1965.

Brother Nerud, better known as "Casey," began his railroad career in January of 1918 and worked most of the jobs in the C&NW Signal Department before settling down as maintainer at West Allis in June of 1938.

Casey has been a faithful member of our Local since transferring from Local 39 in 1932 when job changes or redistricting of territories were made.

Casey is an avid hunter and sportsman.

It is reported at this time that Casey is bedridden. Officers and members of the Local wish him a speedy and successful recovery, so that he and his wife may have many happy years of retirement.

A. E. NENN

Rock Island

MINCO, OKLA. (17). Martin Lodge convened at 1 p.m. on Dec. 4 at the Pioneer Cafeteria, El Reno, Okla.

The meeting was opened in due form with the following Brothers present: R. A. Watkins, W. L. Stickley, W. O. Davis, A. M. Smith, Tom Johnson, R. Whorry, H. Miller, Guy Jameson, M. Kiser, C. P. Yetter, Luke Egger, W. C. Elms, H. Klien, M. Olson, T. Bruck, R. G. Fuller, W. J. Vossen, and Roger Wagner.

Chief Signalman W. L. Stickley presided. The minutes of the previous meeting were read and approved.

Richard L. McDonald was received as a new member by a unanimous vote.

General Chairman Watkins discussed rules for claiming time for working on an adjoining maintainer's territory while that maintainer was on vacation. The discussion also included job stability, the monthly rate proposal made by the company, insurance to cover signalmen while d r i v i n g company trucks, the unit basis for determining jobs, and the job stabilization agreement.

A motion was made and passed to hold the next meeting in Wichita, Kansas.

A motion was made and passed to hold our May meeting in Little Rock, Arkansas.

W. O. DAVIS

Pennsylvania

NORTH ARLINGTON, N. J. Members of the P.R.R. Signal Department, New York Div., had a get together dinner on January 8 at Joyce's in Newark, N. J. Members who had retired during the past year were guests of honor. Also honored was J. W. "Jim" Moffett, foreman, who has left railroad service to become an I.C.C. Signal Inspector.

Many members of Local 102 attended the dinner. They made the presentation of a U.S. Savings Bond to each of our retired Brothers.

Mr. Lynch and Mr. W. Broadwell also attended this dinner and were honored by their many friends. Mr. Lynch was for many years Eastern Regional Director of the R.R. Retirement Board in New York City and a very good friend of members of former Local 25. Bridge Repairman W. Broadwell of the M&W Dept. who retired January 5 was recognized as a very good friend of long standing by many of the signal maintainers.

Retired signalmen now enjoying their retirement include; W. T. "Terry" Brown, who for years served as chief signalman of Local 25; T. J. Vandereer, who for at least 10 years served as last trick trouble shooting asst. foreman at P.R.R. station in New York, N. Y.; and last but not the least known were Maintainers C. C. McDonald and Peter Maloney who were 1st & 3rd trick maintainers at "WR" Tower, Journal Square, Jersey City, N. J.

We enjoyed the well prepared catered dinner and ample refreshments. We assume a good time was had by the 96 guests who were present. We also wish to thank those men of other Depts. who attended this affair.

We also extend our thanks to retired Brother John Venner, his son, and son-in-law, who provided music and entertainment which both young and old could appreciate. Photos were taken by our Brother Al Hatos. We wish to thank the Committee for their efforts in preparing for this dinner.

E. POOR—J. J. DELANEY

B&O—SIRT—WM

CONNELLSVILLE, PA. (31). Members returning from military service must report for duty with the Company

Several members were honored on their recent retirement at a dinner sponsored by Pennsylvania Railroad New York Division employes. Those shown here are Brothers T. J. Vandeveer; Carl Foss, secretary-treasurer of Local 102 who presented U.S. Savings Bonds to the retiring brothers; W. T. Brown, and C. C. MacDonald. The three retired members represented 132 years of railroad service.

within 90 days after discharge or lose their seniority.

When reporting for duty they should, within three days, advise the Signal Supervisor that they are requesting their rights to promotion when qualified. This will provide that junior employes will not be promoted around the returning member who was furloughed because of military service.

An extensive grade crossing elimination project is currently in progress on the Staten Island Rapid Transit Railway Company. This work is keeping Foreman C. W. Wagenstein's gang busy installing new crossing protection at four locations plus new signals and crossovers in the area.

Brother Otto Anuth returned from military service to duty on the SIRT on October 19 adding help to a very depleted signal force.

Brother J. W. Holt, who was hospitalized, has returned home for convalescence.

Our next meeting will be held February 27 at the New Howard Hotel in Baltimore, Md. D. LEONARD

Baltimore & Ohio

DAYTON, OHIO (94). A testimonial dinner honoring the retirement of D. W. Porterfield, Signal Supervisor, Toledo Division, B&O Railroad, was held on December 4 at the Druids Club in Dayton. Attendance included over 200 employes and their wives. Mr. Porterfield, with over 47 years service, started as a helper in Hamilton, Ohio and has always been held in high esteem by both management and his fellow employes.

A. W. Conley, regional manager, Cincinnati, was master of ceremonies. Speakers included A. F. Huber, superintendent, Dayton; A. C. Moorman, assistant superintendent, Indianapolis; G. Perko, division engineer, Dayton, Ohio; J. D. Davidson, road foreman of engines; June Wiseman, signal engineer, Cincinnati; Dick Dryden, retired signal supervisor; C. R. Stevens, assistant division engineer; and H. C. Guscott, general chairman—B&O System.

The Porterfields received a television set and cash as gifts.

"Don" as he is known to most, commented that he intends to catch up on odd jobs at home that have been neglected before considering leisure and travel. We wish them a long and happy retirement.

A meeting was held on the Akron Division in Cuyahoga Falls, Ohio on December 14 by Local Chairman C. E. Root. There were 17 members present out of a total of 23 members on this seniority district. General Chairman H. C. Guscott also was present.

Provisions of the February 7, 1965 agreement were discussed and topics of general interest to the members present were explained.

Some of our members who will be retiring soon were particularly interested in learning of their benefits under the Railroad Retirement Act as well as the benefits they may expect under basic Medicare and the supplemental plan for which they must make application. All members should make application three months before they reach age 65.

Taxes on Railroad Retirement have been increased to pay for Medicare and other improvements for retirees. The fine attendance at our meeting shows the interest these members have in the affairs of their Brotherhood.

Members who return from military service are required to return to duty with the company within 90 days after being discharged. They must return or lose their seniority. When reporting for duty they should advise the signal supervisor within three days they are requesting their rights to promotion when qualified. This will provide that junior employes will not be promoted and rank ahead of the returnee.

Howard L. Anderson, Ohio Division, signal supervisor has joined the staff of Railroad Accessories Corp., Cresskill, N. J., as project superintendent.

G. F. HAMMOND

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1 — Signal Maintainer

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Mr. D. C. McLeod — Signal Engineer
Canadian National Railways
Winnipeg, Manitoba, Canada

P.R.R.—P.R.S.L.

MAGNOLIA, N. J. (58). Our regular meeting was held January 12. There were 19 members present.

The only order of business was the election of a new chairman for our local committee. Brother J. L. Nack was elected Local Chairman and Brother R. W. Schwartz was elected as a member of the committee.

Brother G. L. Henry, who resigned January 12, said he hopes the new chairman receives more cooperation than he did.

Brother R. Inman resigned from the refreshment committee. Your chairman volunteered to serve on this committee until someone else is appointed.

All claims, as of January 12, must be in writing and signed by the members making the claim. All claims must be in letter form.

We urge all members, if you have a claim, write it up and send it to Local Chairman J. L. Nack, 609 West Evesham Ave., Magnolia, New Jersey 08049 or bring it with you to the meeting. Our next meeting will be held March 9 at Hammonton, New Jersey.

I hope you will attend all meetings possible. J. L. NACK

SIGNALMEN WANTED

for work in area of Chicago and Northern Illinois. State age and give resume of work experience in letter to:

Signal Engineer
Chicago & North Western Ry.
400 West Madison St.
Chicago, Illinois 60606

M.P.—H.B.T.

PASADENA, TEX. (206) Our regular quarterly meeting was held at the Ben Milam Hotel, Houston, Texas at 9 A.M., January 9. There were 10 officers and members present and two new members, Brothers J. M. Lee, Kingsville Division, and T. E. Cloe, H. B. & T., were admitted to the Lodge.

Other business included the approval of the Minutes of the October 10 Meeting and the payment of bills due. Because of the resignation of our Trustee and Local Chairman, D. K. Roberson, who has been appointed to an official position, temporary appointments of Brothers I. J. Benefield to Trustee and Ray Niederhofer to Local Chairman were made to serve until an election can be held.

An open discussion was held concerning the pay raise of January 1 and pending claims and grievances. It seems that there are still some members who do not fully understand our current agreement; those who do not are urged to seek our help.

Brothers J. C. Corona and P. F. Gest were reported to be sick. We do not know when they will be able to return to work, but wish them a speedy recovery.

Our next regular meeting will be held at 9 a.m., April 10 at the Ben Milam Hotel in Houston. A. T. PAYNE

Great Northern

WHITEFISH, MONT. (154). With a school bond election and Board meetings in November and the Holidays in December, I did not prepare articles for the Journal, however, we will start off by reporting that the Willmar Division is holding maintainers' meetings once each month until the end of March. At each meeting there will be a representative from some company that sells signal material. The next meeting will have the Exide battery man in attendance.

A school for 12 men started Novem-

ber 29 at Willmar on the new Marquardt grade crossing predictor crossing protection. This school is a step in the right direction, and is something that our Brotherhood has been advocating for quite some time! We are glad to see that the Company is recognizing the need at long last.

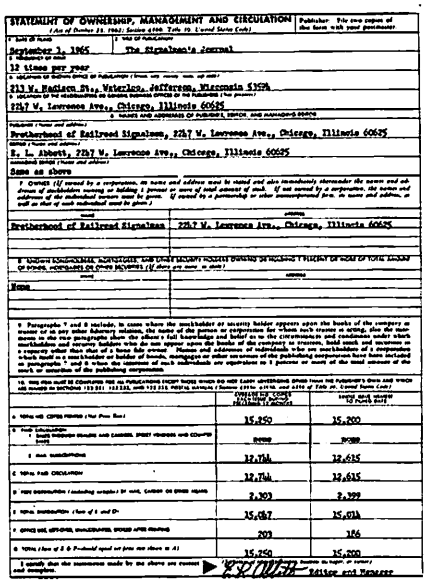
Beginning sometime after the first of the year, 12 men from around Willmar will attend Junior College night courses where they will study solid state (transistor) theory. This program should be carried on elsewhere on the railroad, wherever possible.

We understand that the weather in Minnesota is fine for this time of the year. For the information of the fellows living on the Eastern District, weatherwise, we fare pretty good on the Central and Western Districts.

Frank Jordan, Signal Shop Foreman, at St. Paul, retired October 31 after many years of working for the railroad. I have no particulars on Frank's service record, nor on the retirement party that was given for him upon his retirement.

The conference that was to be held with the Company on November 1 was postponed and no later date has been set. Several matters are to be brought up, namely, Job Stabilization and Job Protection. Several men on the East end have been furloughed since the Job Stabilization Agreement was signed. Claims for these men will be processed.

A class on Air-cell batteries was held in Whitefish, Mont. on Dec. 10 with the following maintainers in attendance: Delmar LaBrie, Warland, Mont.; Lloyd Brumbaugh, Eureka, Mont.; Wm. Zimmer, Olney, Mont.; Adrian Buckland, Whitefish, Mont.; Frank Lisoski, Belton, Mont.; Al Larter, Essex, Mont.; Gerald Ricketts, Summit, Mont.; Art Gillet, Balckfoot, Mont. The following gang men also attended: Tom Ridenour, foreman; Romie Filiatrea, signalman; Jim Flammand, signalman; Cas Wrzsinski, asst. signalman; and Cliff Ibsen, signalman helper. A. L. Taylor, signal supervisor,



STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

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Editor (Name and address)	
E. L. Abbett, 2247 W. Lawrence Ave., Chicago, Illinois 60625	
Managing editor (Name and address)	
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Brotherhood of Railroad Signalmen	2247 W. Lawrence Ave., Chicago, Illinois 60625

8. Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages or other securities (If there are none, so state)

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The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes (Check one)

(1) ☐ Has not changed during preceding 12 months
(2) ☐ Has changed during preceding 12 months (If changed, publisher must submit explanation of change with this statement)

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B. Paid Circulation 1. Sales through dealers and carriers, street vendors and counter sales	none	none
2. Mail Subscriptions	12,715	12,615
C. Total Paid Circulation	12,715	12,615
D. Free Distribution (including samples) by mail, carrier or other means	2,303	2,399
E. Total Distribution (Sum of C and D)	15,017	15,014
F. Office use, left-over, unaccounted, spoiled after printing	233	186
G. Total (Sum of E & F—should equal net press run shown in A)	15,250	15,200

I certify that the statements made by me above are correct and complete. E. L. Abbett, Editor and Manager

and C. W. Hale, signal testman, were also present. Harold Woodhouse, Exide Battery Representative conducted the class.

Fred Maxwell, signal supervisor, at Spokane, Wash. retired February 1 after 42 years of service. A retirement party was held January 28 at the Cour D'Alene Hotel in Spokane.

General Chairman Lyle Gee and Local Chairman Adrian Buckland attended a Railroad Retirement Conference in Spokane, Jan. 27 and 28.

ADRIAN BUCKLAND

Obituary

Ira B. Stunkle, retired member of Local 31, Baltimore & Ohio Railroad, passed away December 26, 1965. He was 86.

Brother Stunkle began his career in the Signal Department in 1908 and retired from service in 1957. At the time of his retirement he was maintainer at Point of Rocks, Maryland.

The officers and members of Local 31 extend deepest sympathy to his widow and other surviving members of his family. G. A. DELOZIER

Frank A. Olson, retired member of Local 156, Atchison, Topeka, & Santa Fe Railroad, passed away in December, 1965.

Brother Olson retired June 1, 1952.

The officers and members of Local 154 extend deepest sympathy to the surviving members of his family. ED.

Harry H. Stocker, member of Local 54, Central R.R. of New Jersey, suffered a fatal heart attack while working January 4.

Brother Stocker was a faithful member of our Brotherhood for 45 years and had served as General Chairman for a number of years.

He is survived by his widow and one son, Homer, who is a signalman on the C.N.J. The officers and members of Local 54 extend their deepest sympathy. ED.

Charles Collins, retired member of Local 31, Western Maryland Railway, passed away during November, 1965.

Brother Collins retired October 1, 1962.

The officers and members of Local 31 extend deepest sympathy to the surviving members of his family.

D. LEONARD

D. McGregor, retired member of Local 127, Boston & Albany Railroad, passed away recently. He was 83.

Brother McGregor was signal maintainer at Boston at the time of his retirement in 1947 after completing 37 years of service. He had served our Local as a member of the grievance committee.

The officers and members of Local 127 extend deepest sympathy to the surviving members of his family. ED.

J. E. Disspains, retired member of Local 49, Southern Railroad, passed away recently. He was 74.

Brother Disspains was signal maintainer at Argo, Alabama at the time of his retirement in 1956 after completing 42 years of service.

The officers and members of Local 49 extend deepest sympathy to the surviving members of his family. ED.

CHANGE OF ADDRESS

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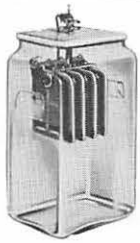
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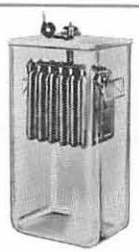
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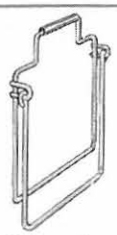
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